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DEFENDANTS' EXHIBIT A. MAGUIRE.

SECTION 5, DISTANCE RATES.

If the rates in Sections 2 or 5 of this tariff make a lower charge on any shipment than the rates in Section 3 or 4 of this tariff the rates in Sections 2 or 5 of this tariff will be applied.

"MINNESOTA" DISTANCE RATES.

Except where lower rates are specifically named in sections 2, 3 or 4 or authorized through the application of such specific rates at intermediate or interior points (as per pages 15 and 16) the rates named below apply as follows:

1. Between points in Minnesota (except as provided on page 123), the mileage being entirely within the state of Minnesota.
2. From points in Minnesota to Wahpeton, N. D., via Breckenridge, Minn.; to Fargo, N. D., via Moorhead, Minn.; and to Grand Forks, N. D., via East Grand Forks, Minn., where the mileage to Breckenridge, Moorhead and East Grand Forks is entirely within the State of Minnesota.

The distances to be used in connection with the following rates are those shown in the Official Distance Table of this Company (I. C. C. A-825 or subsequent issues thereof). Fractional parts of miles, when less than 5-10, will be dropped, when 5-10 or more, added as one mile. When rates are not shown for exact distance, use rates for next greater distance.

DISTANCES	CLASS RATES In Cents Per 100 Lbs.									
	1	2	3	4	5	A	B	C	D	E
5 Miles	12 6	10 5	8 4	6 3	5 0	5 7	4 4	3 8	3 1	2 5
10 "	13 6	11 4	9 1	6 8	5 4	6 1	4 8	4 1	3 4	2 7
15 "	14 7	12 2	9 8	7 3	5 9	6 6	5 1	4 4	3 7	2 9
20 "	15 7	13 1	10 5	7 8	6 3	7 1	5 5	4 7	3 8	3 1
25 "	16 7	13 9	11 1	8 4	6 7	7 5	5 8	5 0	4 2	3 3
30 "	17 7	14 8	11 8	8 9	7 1	8 0	6 2	5 3	4 4	3 5
35 "	18 8	15 6	12 5	9 4	7 5	8 5	6 6	5 6	4 7	3 8
40 "	19 8	16 5	13 2	9 9	7 9	8 9	7 0	5 9	5 0	4 0
45 "	20 8	17 4	13 9	10 4	8 3	9 4	7 3	6 2	5 2	4 2
50 "	21 9	18 2	14 6	10 9	8 7	9 8	7 7	6 5	5 5	4 4
55 "	22 9	19 1	15 3	11 4	9 2	10 3	8 0	6 9	5 7	4 6
60 "	23 9	19 9	15 9	12 0	9 6	10 8	8 4	7 2	6 0	4 8
65 "	24 9	20 8	16 6	12 6	10 0	11 2	8 7	7 5	6 2	5 0
70 "	25 9	21 7	17 3	13 2	10 4	11 7	9 1	7 8	6 5	5 2
75 "	27 0	22 6	18 0	13 8	10 8	12 2	9 4	8 1	6 8	5 4
80 "	28 0	23 4	18 7	14 0	11 2	12 6	9 8	8 4	7 0	5 6
85 "	29 1	24 2	19 4	14 8	11 6	13 1	10 2	8 7	7 3	5 8
90 "	30 1	25 1	20 1	15 0	12 0	13 5	10 5	9 0	7 5	6 0
95 "	31 1	25 9	20 7	15 6	12 5	14 0	10 9	9 3	7 8	6 2
100 "	32 2	26 8	21 4	16 1	12 9	14 5	11 3	9 6	8 0	6 4
105 "	33 2	27 6	22 1	16 6	13 2	14 9	11 6	10 0	8 3	6 6
110 "	34 2	28 5	22 8	17 1	13 7	15 4	12 0	10 3	8 6	6 8
115 "	35 2	29 4	23 5	17 6	14 1	15 9	12 7	10 6	8 8	7 0
120 "	36 3	30 2	24 2	18 1	14 5	16 3	12 7	10 9	9 1	7 3
125 "	37 3	31 1	24 9	18 6	14 9	16 8	13 1	11 2	9 3	7 5
130 "	38 3	31 9	25 5	19 2	15 3	17 3	13 4	11 5	9 6	7 7
135 "	39 4	32 8	26 2	19 7	15 7	17 7	13 8	11 8	9 8	7 9
140 "	40 4	33 7	26 9	20 2	16 1	18 2	14 1	12 1	10 1	8 1
145 "	41 4	34 5	27 6	20 7	16 6	18 6	14 5	12 4	10 4	8 3
150 "	42 4	35 4	28 3	21 2	17 0	19 1	14 9	12 7	10 6	8 5
155 "	43 5	36 2	29 0	21 7	17 4	19 6	15 2	13 0	10 9	8 7
160 "	44 5	37 1	29 7	22 2	17 8	20 0	15 6	13 3	11 1	8 9
165 "	45 5	37 9	30 3	22 8	18 2	20 5	15 9	13 7	11 4	9 1
170 "	46 6	38 8	31 0	23 3	18 6	20 9	16 3	14 0	11 6	9 3
175 "	47 6	39 7	31 7	23 8	19 0	21 4	16 7	14 3	11 9	9 5

DISTANCES	CLASS RATES In Cents Per 100 Lbs.									
	1	2	3	4	5	A	B	C	D	E
180 Miles	48 6	40 5	32 4	24 3	19 4	21 9	17 0	14 6	12 2	9 7
185 "	49 6	41 4	33 1	24 8	19 9	22 3	17 4	14 9	12 4	9 9
190 "	50 7	42 3	33 8	25 3	20 3	22 8	17 7	15 2	12 7	10 1
195 "	51 7	43 1	34 5	25 9	20 7	23 3	18 1	15 5	12 9	10 3
200 "	52 7	43 9	35 2	26 4	21 1	23 7	18 5	15 8	13 2	10 5
210 "	53 8	44 8	35 8	26 9	21 5	24 2	18 9	16 1	13 4	10 8
220 "	54 8	45 7	36 5	27 4	21 9	24 7	19 2	16 4	13 7	11 0
230 "	55 8	46 5	37 2	27 9	22 3	25 1	19 5	16 7	14 0	11 2
240 "	56 8	47 4	37 9	28 4	22 7	25 6	19 9	17 1	14 2	11 4
250 "	57 9	48 2	38 6	28 9	23 2	26 0	20 2	17 4	14 5	11 5
260 "	58 9	49 1	39 3	29 5	23 5	26 5	20 6	17 7	14 7	11 8
270 "	59 9	49 9	40 0	30 0	24 0	27 0	21 0	18 0	15 0	12 0
280 "	61 0	50 8	40 8	30 6	24 4	27 4	21 4	18 3	15 2	12 2
290 "	62 0	51 7	41 5	31 0	24 8	27 9	21 7	18 6	15 5	12 4
300 "	63 0	52 5	42 0	31 5	25 2	28 4	22 1	18 9	15 8	12 6
310 "	64 0	53 4	42 7	32 0	25 6	28 8	22 4	19 2	16 0	12 8
320 "	65 1	54 2	43 4	32 5	26 0	29 3	22 8	19 5	16 2	13 0
330 "	66 1	55 1	44 1	33 1	26 4	29 7	23 1	19 8	16 5	13 2
340 "	67 1	55 9	44 8	33 6	26 9	30 2	23 5	20 1	16 8	13 4
350 "	68 2	56 8	45 4	34 1	27 2	30 7	23 9	20 5	17 0	13 6
360 "	69 2	57 7	46 1	34 6	27 7	31 1	24 2	20 8	17 3	13 8
370 "	70 2	58 5	46 8	35 1	28 1	31 6	24 6	21 1	17 6	14 0
380 "	71 3	59 4	47 5	35 6	28 5	32 1	24 9	21 4	17 8	14 2
390 "	72 3	60 2	48 2	36 1	28 9	32 5	25 4	21 7	18 1	14 5
400 "	73 3	61 1	48 9	36 7	29 3	32 9	25 7	22 0	18 3	14 7
410 "	74 3	61 9	49 6	37 2	29 7	33 5	26 0	22 3	18 6	14 9
420 "	74 3	61 9	49 6	37 2	29 7	33 5	26 0	22 3	18 6	14 9
430 "	75 4	62 8	50 2	37 7	30 1	33 9	26 4	22 6	18 8	15 1
440 "	75 4	62 8	50 2	37 7	30 1	33 9	26 4	22 6	18 8	15 1
450 "	76 4	63 7	50 9	38 2	30 6	34 4	26 7	22 9	19 1	15 3
460 "	76 4	63 7	50 9	38 2	30 6	34 4	26 7	22 9	19 1	15 3
470 "	77 4	64 5	51 6	38 7	31 0	34 8	27 1	23 2	19 4	15 5
480 "	77 4	64 5	51 6	38 7	31 0	34 8	27 1	23 2	19 4	15 5
490 "	78 5	65 4	51 8	39 2	31 4	35 3	27 5	23 5	19 6	15 7
500 "	78 5	65 4	51 8	39 2	31 4	35 3	27 5	23 5	19 6	15 7

SECTION 5, DISTANCE RATES.

"GENERAL" DISTANCE RATES.

Except where lower rates are specifically named in sections 2, 3 or 4 or authorized through the application of such specific rates at intermediate or interior points (as per pages 15 and 16) the rates named below and on page 126 apply as follows:

1. Between stations in North Dakota (including Mondak, Mont.)
2. Between stations in South Dakota where the mileage is not entirely within the state of South Dakota.
3. Between stations in Minnesota where the mileage is not entirely within the state of Minnesota.
4. Between stations in Wisconsin.
5. On traffic interchanged between the states of §Minnesota, North Dakota (including Mondak, Mont.,) South Dakota, Iowa and Wisconsin.
6. Between Stations in Iowa on Interstate Traffic.

§Except between stations in Minnesota and Fargo, Grand Forks and Wahpeton, as provided on pages 122 and 123.

The distances to be used in connection with the following rates are those shown in the Official Distance Table of this Company (I. C. C. A-825 or subsequent issues thereof). Fractional parts of miles, when less than 5-10 will be dropped; when 5-10 or more, added as one mile. Where rates are not shown for exact distance, use rates for next greater distance.

DISTANCE	Class Rates In Cents Per 100 Lbs. 1	2	3	4	5	A	B	C	D	E	Ice C. L. See note on page below
5 Miles	10	9	7	5	4	4	4	3	3	2	2
10 "	10	9	7	5	4	4	4	3	3	2	2
15 "	13	11	9	7	5	5	5	4	3	3	2.9
20 "	16	14	11	8	6	6	6	5	4	3	3.1
25 "	19	16	13	10	8	8	7	6	5	4	3.3
30 "	22	19	15	11	9	9	8	7	5	4	3.5
35 "	25	21	17	13	10	10	9	8	6	5	3.8
40 "	27	23	18	14	11	11	9	8	6	5	4.0
45 "	29	25	19	15	12	12	10	9	7	6	4.2
50 "	31	26	20	16	12	12	11	9	7	6	4.4
55 "	33	28	22	17	13	13	12	10	8	7	4.6
60 "	35	30	23	18	14	14	12	11	8	7	4.8
65 "	36	31	24	18	14	14	13	11	9	7	5.0
70 "	37	31	24	19	15	15	13	11	9	7	5.2
75 "	38	32	25	19	15	15	13	11	9	8	5.4
80 "	39	33	26	20	16	16	14	12	9	8	5.6
85 "	40	34	26	20	16	16	14	12	10	8	5.8
90 "	41	35	27	21	16	16	14	12	10	8	6.0
95 "	42	36	28	21	17	17	15	13	10	8	6.2
100 "	43	37	28	22	17	17	15	13	10	9	6.4
105 "	44	37	29	22	18	18	15	13	11	9	6.6
110 "	45	38	30	23	18	18	16	14	11	9	6.8
115 "	46	39	30	23	18	18	16	14	11	9	7.0
120 "	47	40	31	24	19	19	16	14	11	9	7.2
125 "	48	41	32	24	19	19	17	14	12	10	7.4
130 "	49	42	32	25	20	20	17	15	12	10	7.7
135 "	50	43	33	25	20	20	18	15	12	10	7.9
140 "	51	43	34	26	20	20	18	15	12	10	8.1
145 "	52	44	34	26	21	21	18	16	12	10	8.3
150 "	53	45	35	27	21	21	19	16	13	11	8.5
155 "	54	46	36	27	22	22	19	16	13	11	8.7
160 "	55	47	36	28	22	22	19	17	13	11	8.9

DISTANCE	Class Rates In Cents Per 100 Lbs. 1	2	3	4	5	A	B	C	D	E	Ice C. L. See note on page below
165 Miles	56	48	37	28	22	22	20	17	13	11	9.1
170 "	57	48	38	29	23	23	20	17	14	11	9.3
175 "	58	49	38	29	23	23	20	17	14	12	9.5
180 "	59	50	39	30	24	24	21	18	14	12	9.7
185 "	60	51	40	30	24	24	21	18	14	12	9.9
190 "	61	52	40	31	24	24	21	18	15	12	10.1
195 "	62	53	41	31	25	25	22	19	15	12	10.3
200 "	63	54	42	32	25	25	22	19	15	13	10.5
205 "	64	54	42	32	26	26	22	19	15	13	10.8
210 "	65	55	43	33	26	26	23	20	16	13	10.8
215 "	66	56	44	33	26	26	23	20	16	13	11.0
220 "	67	57	44	34	27	27	23	20	16	13	11.0
225 "	68	58	45	34	27	27	24	20	16	14	11.2
230 "	69	59	46	35	28	28	24	21	17	14	11.2
235 "	70	60	46	35	28	28	25	21	17	14	11.4
240 "	71	60	47	36	28	28	25	21	17	14	11.4
245 "	72	61	48	36	29	29	25	22	17	14	11.5
250 "	73	62	48	37	29	29	26	22	18	15	11.5
255 "	74	63	49	37	30	30	26	22	18	15	11.8
260 "	75	64	50	38	30	30	26	23	18	15	11.8
265 "	76	65	50	38	30	30	27	23	18	15	12.0
270 "	77	65	51	39	31	31	27	23	18	15	12.0
275 "	78	66	51	39	31	31	27	23	19	16	12.2
280 "	79	67	52	40	32	32	28	24	19	16	12.2
285 "	80	68	53	40	32	32	28	24	19	16	12.4
290 "	81	69	53	41	32	32	28	24	19	16	12.4
295 "	82	70	54	41	33	33	29	25	20	16	12.6
300 "	83	71	55	42	33	33	29	25	20	17	12.6
305 "	84	71	55	42	34	34	29	25	20	17	12.8
310 "	85	72	56	43	34	34	30	26	20	17	12.8
315 "	86	73	57	43	34	34	30	26	21	17	13.0
320 "	87	74	57	44	35	35	30	26	21	17	13.0

NOTE—Rates on Ice named on this page are subject to C. L. minimum weight of 30,000 lbs. They will only apply during the months of December January, February, March and April of each year.

DEFENDANTS' EXHIBIT "C". MORGAN.

GREAT NORTHERN RAILWAY

No.	SUBJECT	Railway Company's Cost of Reproduction and Present Value as of June 30, 1906 Reported to Railroad and Warehouse Commission				Railway Company's Cost of Reproduction and Present Value as of June 30, 1906 Hogeland's Exhibit No. 2			
		Omitting Multiples on Lands For Right of Way, Yards and Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals		Omitting Multiples on Lands For Right of Way, Yards and Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals	
		Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value
		Column No. 1	Column No. 2	Column No. 3	Column No. 4	Column No. 5	Column No. 6	Column No. 7	Column No. 8
1	Lands for right of way, yards and terminals	$20,254,898.40	Present value not reported by Railway Company.	$27,885,883.00	Present value not reported by Railway Company.	$18,021,054.00	Present value not reported by Railway Company.	$25,580,718.00	Present value not reported by Railway Company.
2	Grading, clearing and grubbing	22,351,054.00		22,351,054.00		21,644,343.42		21,644,343.42	
3	Protection work, rip rap, retaining walls	572,652.00		572,652.00		730,006.00		730,006.00	
4	Tunnels	None		None		None		None	
5	Cross ties and switch ties	5,693,624.00		5,693,624.00		5,638,968.70		5,638,968.70	
6	Ballast	4,055,090.00		4,055,090.00		3,840,590.00		3,840,590.00	
7	Rails	9,381,585.00		9,381,585.00		9,042,024.53		9,042,024.53	
8	Track fastenings	1,925,285.00		1,925,285.00		2,044,655.07		2,044,655.07	
9	Switches, frogs and railroad crossings	291,380.00		291,380.00		291,102.00		291,102.00	
10	Track laying and surfacing	2,265,046.00		2,265,046.00		2,377,111.80		2,377,111.80	
11	Bridges, trestles and culverts	4,933,023.00		4,933,023.00		5,223,676.00		5,223,676.00	
12	Track and bridge tools	48,318.00		48,318.00		53,550.00		53,550.00	
13	Fences, cattle guards and signs	414,317.00		414,317.00		448,537.50		448,537.50	
14	Stock yards and appurtenances	74,100.00		74,100.00		81,600.00		81,600.00	
15	Water stations	415,834.00		415,834.00		552,600.00		552,600.00	
16	Coal stations	186,075.00		186,075.00		202,200.00		202,200.00	
17	Station buildings and fixtures	1,060,257.00		1,060,257.00		1,215,800.00		1,215,800.00	
18	Miscellaneous buildings	1,321,665.00		1,321,665.00		1,439,220.00		1,439,220.00	
19	Steam and electric power plants, gas plants	270,421.00		270,421.00		413,752.00		413,752.00	
20	General repair shops	1,163,720.00		1,163,720.00		1,070,765.00		1,070,765.00	
21	Shop machinery and tools	528,686.00		528,686.00		953,531.00		953,531.00	
22	Engine houses, turntables and cinder pits	598,200.00		598,200.00		723,600.00		723,600.00	
23	Track scales	85,600.00		85,600.00		39,700.00		39,700.00	
24	Docks and wharves (incl. coal and ore docks)	37,500.00		37,500.00		37,500.00		37,500.00	
25	Interlocking plants	141,250.00		141,250.00		182,568.00		182,568.00	
26	Signal apparatus	5,279.00		5,279.00		100,080.00		100,080.00	
27	Telegraph lines and appurtenances	641,306.00		641,306.00		628,993.00		628,993.00	
28	Telephone lines and appurtenances	3,491.00		3,491.00		37,893.00		37,893.00	
29	Adaptation and solidification of roadbed	None		None		None		None	
	Total of items 1 [illegible] inclusive	$78,719,656.40		$86,350,641.00		$77,035,421.02		$84,595,085.02	
30	Engineering, superinten[illegible]ce, legal expenses	3,542,384.54		3,885,779.00		3,466,593.94		3,806,778.82	
	Total of items 1 to 30, inclusive	$82,262,040.94		$90,236,420.00		$80,502,014.96		$88,401,863.84	
31	Locomotives	3,673,048.00		3,673,048.00		5,469,270.00		5,469,270.00	
32	Passenger equipment	1,522,696.00		1,522,696.00		1,886,178.00		1,886,178.00	
33	Freight car equipment	9,255,985.00		9,255,985.00		12,411,265.00		12,411,265.00	
34	Miscellaneous equipment	343,697.00		343,697.00		482,909.00		482,909.00	
35	Marine equipment	None		None		None		None	
	Total of items 1 to 35, inclusive	$97,057,466.94		$105,031,846.00		$100,751,636.96		$108,651,485.84	
36	Freight on construction material	4,364,769.00		4,364,769.00		1,689,190.00		1,689,190.00	
	Total of items 1 to 36, inclusive	$101,422,235.94		$109,396,615.00		$102,440,826.96		$110,340,675.84	
37	Contingencies	11,197,014.85		12,078,662.04		5,572,780.98		6,002,873.66	
38	Stores and supplies in Minnesota	1,632,565.00		1,632,565.00		3,240,178.00		3,240,178.00	
	Interest during construction	10,852,179.24		11,716,095.96		23,663,831.03		25,492,497.41	
	Totals for Gt. Nor. Ry. (Proper)	$125,103,995.03		$134,823,938.00		$134,917,616.97		$145,076,224.91	
	Minn. Trf. Ry. (1/10 ownership)	Not reported	Not reported	$577,798.69	$568,587.97	Not reported	Not reported	Not reported	Not reported
	Mpls. Union Ry. (100% ")	$6,697,266.98	Not reported	7,773,750.00	Not reported	$7,119,214.02	Not reported	$8,250,185.99	Not reported
	Mpls. Western Ry. (100% ")	1,519,859.81	Not reported	1,745,899.00	Not reported	1,583,312.00	Not reported	1,821,422.52	Not reported
	St. Paul Union Depot (1/9 ")	525,899.30	Not reported	610,572.19	Not reported	Not reported	Not reported	Not reported	Not reported
	Kelly Lake to Fermoy	State does not appraise this line for the reason it was completed subsequent to June 30, 1907.							
	Grand totals	All not reported	Not reported	$145,531,957.88	All not reported	All not reported	Not reported	All not reported	Not reported

State's Cost of Reproduction and Present Value as of June 30, 1907			
Estimate "B" Omitting Multiples on Lands for R. of W., Yds. and Terms. and Adapt. and Solid. of Roadbed		Estimate "A" Including Multiples on Lands for R. of W., Yds. and Terms. and Adapt. and Solid. of Roadbed	
Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value
Column No. 9	Column No. 10	Column No. 11	Column No. 12
$7,493,250.41	$7,493,250.41	$13,918,936.86	$13,918,936.86
16,531,191.24	16,531,191.24	16,531,191.24	16,531,191.24
522,498.25	522,498.25	522,498.25	522,498.25
None	None	None	None
4,462,522.80	2,433,636.30	4,462,522.80	2,433,636.30
2,870,472.43	2,870,472.43	2,870,472.43	2,870,472.43
8,644,268.49	6,693,565.02	8,644,268.49	6,693,565.02
1,903,030.49	1,493,344.07	1,903,030.49	1,493,344.07
284,364.57	199,146.11	284,364.57	199,146.11
1,366,615.25	1,366,615.25	1,366,615.25	1,366,615.25
3,908,810.42	2,836,828.63	3,908,810.42	2,836,828.63
47,786.90	35,840.22	47,786.90	35,840.22
443,473.20	221,736.69	443,473.20	221,736.69
61,542.52	41,045.04	61,542.52	41,045.04
393,794.26	291,284.90	393,794.26	291,284.90
203,300.00	151,918.00	203,300.00	151,918.00
1,140,050.16	819,220.04	1,140,060.16	819,220.04
1,311,074.20	1,103,392.93	1,311,074.20	1,103,392.93
270,420.55	216,336.44	270,420.55	216,336.44
1,174,436.60	938,128.21	1,174,436.60	938,128.21
528,934.89	423,147.91	528,934.89	423,147.91
634,695.00	446,432.59	634,695.00	446,432.59
27,829.00	17,077.40	27,829.00	17,077.40
38,392.00	34,552.80	38,392.00	34,552.80
122,192.00	91,295.28	122,192.00	91,295.28
63,092.50	61,334.35	63,092.50	61,334.35
445,873.82	334,405.36	445,873.83	334,405.36
3,491.00	2,618.25	3,491.00	2,618.25
Omitted	Omitted	3,219,642.09	3,219,642.09
$54,897,402.95	$47,670,314.12	$64,542,731.49	$57,315,642.66
2,470,383.13	2,470,383.13	2,904,422.92	2,904,422.92
$57,367,786.08	$50,140,697.25	$67,447,154.41	$60,210,065.58
4,127,544.12	3,145,881.80	4,127,544.12	3,145,881.80
1,835,089.38	1,326,953.13	1,835,089.38	1,326,953.13
12,949,934.80	9,149,128.94	12,949,934.80	9,149,128.94
333,805.88	215,605.22	333,805.88	215,605.22
None	None	None	None
$76,614,160.26	$63,978,266.34	$86,693,528.80	$74,057,634.67
752,547.41	752,547.41	752,547.41	752,547.41
$77,366,707.67	$64,730,813.75	$87,446,076.00	$74,810,182.08
3,868,335.38	3,868,335.38	4,372,303.80	4,372,303.80
1,632,565.00	1,632,565.00	1,632,565.00	1,632,565.00
12,378,673.23	12,378,673.23	13,476,229.43	13,476,229.43
$95,246,281.28	$82,610,387.36	$106,927,174.23	$94,291,29[illegible].31
$233,276.24	$205,102.49	$287,328.34	$259,154.59
3,364,425.19	3,064,903.84	4,321,249.64	4,021,728.29
849,883.10	737,261.70	1,078,831.33	966,209.93
316,371.51	297,494.79	483,800.18	464,923.46

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DEFENDANTS' EXHIBIT "C"-1. MORGAN.

GREAT NORTHERN RAILWAY

Comparing the Cost of Reproducing and Original Cost to Ry. Co., of the Lands for Right of Way, Yards and Terminals on Appraisal, Sections Nos 29, 37 and 39.

LOCATION	Sec. No.	GREAT NORTHERN RY'S. COST OF REPRODUCTION REPORTED TO R. R. & W. H. COM. AS OF JUNE 30, 1906		Great Northern Ry's. Cost of Reproduction as of June 30, 1908, Hayden's Exhibit No.		Great Northern Ry's. Total Original Cost		State's Cost of Reproduction as of June 30, 1907	
		Acres	Cost of Reproduction	Acres	Cost of Reproduction	Acres	Original Cost to Railway Co.	Acres	Cost of Reproduction Estimate "A"
Thief River Falls to Greenbush	29	831.24	$93,765.00	*828,46.	$50,894.00	828.46	$19,255.03	828.46	$27,697.59
Brookston to Ellis	37	736.35	66,272.00	732.88	21,987.00	732.88	6,392.38	732.88	15,152.52
Chisholm to Virginia	39	294.80	77,808.00	294.80	45,538.00	294.80	7,698.48	294.80	39,993.30
Totals		1,862.39	$237,845.00	1,856.14	$118,419.00	1,856.14	$33,345.89	1,856.14	$82,843.41

*Error in Gt. Nor. Ry's. computation of 0.02 acres in Strathcona station grounds. Area given here is corrected area.

DEFENDANT'S EXHIBIT "C"-2. MORGAN.

GREAT NORTHERN RAILWAY

Statement Comparing Railroad Appraisal, Subject No. 1, Lands for Right of Way, Yards and Terminals.

Sec. No.	Great Northern Ry's. Cost of Reproduction as of June 30, 1906, Reported to Railroad and Warehouse Comm.			Great Northern Ry's. Cost of Reproduction as of June 30, 1908, Hayden's Exhibit			State's Cost of Reproduction as of June 30, 1907.		
	Acres	Market Value	R. R. Value	Acres	Market Value	R. R. Value	Acres	Market Value	R. R. Value
1	340.68	$6,286,563.20	$7,858,204.00	354.12	$6,433,347.00	$8,041,686.00	350.89	$2,463,636.37	$4,249,488.65
2 and 3	359.19	7,582,623.20	9,478,279.00	359.19	7,582,623.00	9,478,279.00	356.28	2,472,702.97	3,969,665.31
4	4,147.49	769,243.00	1,421,595.00	4,041.13	630,600.00	1,230,542.00	4,040.93	361,272.91	952,920.43
5	37.53	3,753.00	11,259.00	37.53	3,753.00	11,259.00	37.53	2,814.75	8,444.25
6	645.85	270,131.00	427,886.00	645.86	79,392.00	233,018.00	645.85	62,134.43	186,403.29
7	2,172.72	390,875.00	709,497.00	2,288.37	193,847.00	497,885.00	2,176.74	144,890.28	398,327.27

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8	194.91	22,098.00	47,472.00	194.91	16,024.00	47,472.00	194.91	20,937.93	43,988.79
9	686.92	101,984.00	174,436.00	686.92	62,816.00	141,663.00	686.92	24,817.49	74,452.47
10	913.07	110,999.00	198,545.00	913.07	92,254.00	181,243.00	913.07	38,062.82	114,188.46
11	137.55	12,046.00	23,414.00	137.55	5,501.00	16,505.00	137.55	10,853.10	19,833.30
12	484.75	67,118.00	163,374.00	484.75	43,984.00	108,198.00	485.96	23,251.83	69,755.49
13	440.04	27,749.00	51,033.00	435.93	21,343.00	53,793.00	435.93	11,922.33	35,766.99
14	981.69	96,963.00	161,191.00	981.93	74,923.00	150,818.00	981.93	39,838.24	95,574.74
15 and 15½	841.23	162,231.00	300,658.00	839.98	122,151.00	251,497.00	839.46	98,020.97	208,073.48
16	905.35	184,718.00	301,919.00	906.12	99,028.00	202,625.00	906.12	32,185.26	96,555.78
17	3,125.96	475,138.00	857,083.00	3,125.59	405,070.00	867,500.00	3,122.73	245,741.74	556,304.34
18	1,406.41	211,236.00	349,327.00	1,513.17	100,205.00	249,451.00	1,513.17	52,918.29	158,754.87
19	894.26	120,073.00	193,966.00	804.48	28,115.00	77,758.00	804.49	13,290.35	39,871.05
20	502.45	48,515.00	103,705.00	504.39	25,219.00	75,658.00	504.39	16,455.14	49,365.42
21	314.66	58,959.00	96,850.00	316.75	27,533.00	64,938.00	316.75	12,647.00	37,941.00
22	512.16	76,062.00	136,892.00	494.45	29,221.00	86,739.00	494.49	26,141.82	68,428.81
23	281.50	22,645.00	50,694.00	339.71	77,098.00	106,044.00	296.52	10,027.78	30,083.34
24	3,791.09	1,006,315.00	1,528,059.00	3,791.09	455,985.00	959,965.00	3,791.09	273,247.07	669,814.59
25	918.27	133,809.00	215,110.00	919.09	69,398.00	158,913.00	919.09	45,125.36	121,611.65
26	366.32	120,223.00	199,535.00	366.32	65,786.00	130,713.00	366.32	26,174.84	78,524.52
27	236.20	8,572.00	19,920.00	236.20	8,572.00	19,920.00	236.20	8,418.48	19,459.44
28	302.90	101,070.00	157,019.00	308.86	43,471.00	79,352.00	309.19	40,135.91	92,807.73
29	831.24	54,726.00	93,765.00	828.44	18,365.00	50,894.00	828.46	9,232.53	27,697.59
30	1,073.49	104,414.00	175,266.00	1,078.31	56,746.00	138,083.00	1,078.31	74,475.47	130,119.11
31	986.11	245,818.00	357,867.00	996.68	79,410.00	175,508.00	996.68	43,923.24	131,769.72
32 and 33	870.77	167,988.00	246,734.00	880.38	86,375.00	162,675.00	880.38	45,309.86	135,929.58
33 and 34	29.85	820,692.00	1,025,865.00	27.19	713,280.00	969,152.00	27.19	625,574.83	739,613.59
35	301.51	40,484.00	63,060.00	299.93	18,706.00	36,842.00	304.11	4,687.38	14,062.14
36	1,475.95	112,788.00	196,882.00	1,456.14	97,225.00	180,410.00	1,456.12	33,024.90	78,344.70
37	736.35	25,816.00	66,272.00	732.88	7,329.00	21,987.00	732.88	5,050.84	15,152.52
38	797.47	35,703.00	85,209.00	794.24	62,203.00	115,126.00	794.24	18,913.09	38,905.27
39	294.80	44,619.00	77,808.00	294.80	22,439.00	45,538.00	294.80	13,331.10	39,993.30
40	154.33	5,480.00	11,190.00	157.69	1,876.00	5,629.00	157.69	4,272.40	7,575.95
41	401.35	12,040.00	36,119.00	405.18	12,155.00	36,466.00	405.18	9,174.00	27,522.00
42	1,671.75	112,619.00	212,924.00	1,668.87	47,686.00	118,974.00	1,668.87	28,615.31	85,845.93
Totals	35,566.12	$20,254,898.40	$27,885,883.00	35,648.19	$18,021,054.00	$25,580,718.00	35,489.41	$7,493,250.41	$13,918,936.86
	General average multiple = 1.376+			General average multiple = 1.419+			General average multiple = 1.857+		

DEFENDANTS' EXHIBIT "C"-3. MORGAN.

GREAT NORTHERN RAILWAY

Statement of Lands for Right of Way, Yards and Terminals in the Cities of St. Paul and Minneapolis, not allowed Railway and what Railway Co's. and State's Cost of Reproduction would amount to on such Lands.

Appraisal Section No. 1, City of St. Paul

Map No.	Sec. No.	Lands not Allowed		Railway's Cost of Reproduction		State's Cost of Reproduction	
		Location	Area Acres	Market Value	R. R. Value	True Value	R. R. Value
1	1	E. 3rd Street	0.38	$41,382.00	$51,727.50	$29,247.11	$51,182.45
1	3	E. 4th Street	0.14	15,246.00	19,057.50	5,214.61	9,125.57
1	3	E. 6th Street	0.07	7,623.00	9,528.75	2,607.30	4,562.78
1	4	E. 6th Street	0.07	7,623.00	9,528.75	1,614.14	2,824.75
1	4	E. 7th Street	0.14	10,672.20	13,340.25	3,228.28	5,649.49
1	6	Westminster Street	0.25	4,865.33	6,081.66	1,606.14	2,810.75
14	1	Mississippi Street	0.12	2,078.52	2,598.15	580.58	1,016.02
1	6	Mississippi Street	0.12	1,480.80	1,851.00	770.95	1,349.16
11	2	Dale Street	0.27	1,764.18	2,205.23	958.32	1,677.07
11	3	Dale Street	0.27	1,411.29	1,764.10	576.81	1,009.42
14	1	Rice Street	0.25	3,085.00	3,856.25	1,209.55	2,116.71
1	4	LaFayette Street	0.07	3,049.20	3,811.50	1,614.14	2,824.75
1	6	LaFayette Street	0.07	1,524.60	1,905.75	449.72	787.01
14	2	Western Ave	0.12	784.08	980.10	446.18	780.82
14	3	Como Ave	0.65	4,247.10	5,308.88	2,574.38	4,505.17
11	4	Lexington Ave	0.24	1,254.48	1,568.10	250.36	438.13
		Totals for city of St. Paul	3.23	$108,090.78	$135,113.47	$52,948.57	$92,660.05

Appraisal Section No. 2 and No. 3, City of Minneapolis

*17	2	Error in Ry's. computation	1.81	$11,826.54	$14,783.17	$4,200.52	$6,720.83
*17	3	Error in Ry's. computation	1.10	7,187.40	8,984.25	1,941.41	3,106.26
		Totals for city of Minneapolis	2.91	$19,013.94	$23,767.42	$6,141.93	$9,827.09
Grand totals for secs. 1, 2 and 3, cities of St. Paul and Minneapolis			6.14	$127,104.72	$158,880.89	$59,090.50	$102,487.14

*In Ry. Co's. report to Railroad and Warehouse Commission, this property is described as lying between 19th Ave. N. E. and 25th Ave. N. E.

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DEFENDANTS' EXHIBIT "C"-4. MORGAN.

MINNEAPOLIS UNION RAILWAY

Lands for Right of Way, Yards and Terminals, not allowed Railway Co.

Map No.	Sec. No.	Lands Not Allowed		Railway's Cost of Reproduction		State's Cost of Reproduction	
		Location	Area Acres	Market Value	R. R. Value	True Value	R. R. Value
1	2	Hennepin Ave	0.495	$107,811.00	$134,763.75	$32,362.27	$51,779.63
1	4	Hennepin Ave	0.495	107,811.00	134,763.75	58,629.25	93,806.81
		Totals	0.990	$215,622.00	$269,527.50	$90,991.52	$145,586.44

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DEFENDANTS' EXHIBIT "C"-5. MORGAN.

GREAT NORTHERN RAILWAY

Statement showing Value of Lands for Right of Way, Yards and Terminals in City of St. Paul.

Map No.	Sec. No.	No. Sales	Area Sold Acres	Total Assessment	Sale Price	Ratio Assess. to Sale Price	Value of Lands for Railroad Purposes		Multiples to be Applied to Est. A. Values to bring them on Basis of Individu'l Sec. Ratios
							State's Est. "A" on Basis of Av. Ratio of 60%	State's Est. "A" on Basis of Individual Sec. Ratios	
1	1	7	1.150	$96,988	$164,600	58.9%	$2,066,154.57	$2,103,345.35	1.018
1	4	33	4.733	134,714	185,274	72.7+	152,132.80	125,509.56	0.825
1	6	36	13.805	73,245	150,828	48.5-	129,069.52	159,658.99	1.237
14	1	43	5.617	37,995	58,015	65.5	485,572.70	444,784.59	0.916
14	2	3	9.739	9,355	8,250	113.4	136,643.43	72,284.37	0.529
14	3	1	0.100	1,540	3,000	51.3	17,258.26	20,174.90	1.169
11	1	3	0.377	2,590	5,800	44.6	3,600.03	4,842.04	1.345
11	2	6	3.632	7,275	12,450	58.4	271,250.96	278,574.73	1.027
11	4	4	43.254	17,750	35,850	49.8	17,561.60	21,144.17	1.204
10	2	7	1.220	2,415	6,100	39.6	62,447.26	94,607.59	1.515
9	3	5	1.440	2,715	6,550	41.5	89,018.12	128,631.18	1.445
9	4	5	1.970	2,395	7,287	32.9-	95,214.98	173,576.90	1.823
9	5	10	5.450	7,670	14,905	51.5	26,509.14	30,883.14	1.165
8	1	11	2.370	4,830	8,815	54.8-	12,203.20	13,350.30	1.094
8	3	3	23.180	13,098	23,191	56.5-	22,584.33	23,984.55	1.062
Totals.....		177	118.037	$414,575	$690,915		$3,587,220.90	$3,695,352.36	
Average = ...						60.0%+			1.030
Average ratio used in appraisal = ...						60.0%			

No. Sales

Map 1—Sec. 2
Map 1— " A
Map 1— " 3
Map 11— " 3

DEFENDANTS' EXHIBIT "C"-6. MORGAN.

GREAT NORTHERN RAILWAY

Statement showing Value of Lands for Right of Way, Yards and Terminals in City of Minneapolis.

Map No.	Sec. No.	No. Sales	Area Sold Acres	Total Assessment	Sale Price	Ratio Assess. to Sale Price	Value of Lands for Railroad Purposes		Multiples to be Applied to Est. A. Values to bring them on Basis of Individu'l Sec. Ratios
							State's Est. "A" on Basis of Av. Ratio of 54.7%	State's Est. "A" on Basis of Individual Sec. Ratios	
12A	1	35	29.75	$60,015	$122,312	49.1	$169,630.95	$188,968.88	1.114
13	2	20	3.27	20,350	27,159	74.9	27,593.33	20,143.13	0.730
14	9	47	8.90	50,860	87,023	58.4	42,146.62	39,449.24	0.936
14	7	7	14.17	32,720	33,350	98.1+	34,889.61	19,468.40	0.558
14	8	36	4.88	13,965	16,720	83.5	1,212.43	794.14	0.655
14	3	13	1.66	8,175	13,500	60.5+	134,354.27	121,456.26	0.904
14	2	28	3.36	16,435	30,210	54.4+	58,565.89	58,858.72	1.005
15	1	26	18.68	66,745	91,095	73.2	28,687.93	21,429.88	0.747
16	1	51	7.83	35,915	56,300	63.8	4,716.67	4,402.19	0.857
17	3	13	4.32	5,315	8,250	64.4	4,179.33	3,548.25	0.849
17	2	25	3.78	9,576	17,150	55.8	9,073.60	8,892.13	0.980
17	1	27	5.11	23,400	5,810	44.8	5,818.49	7,104.38	1.221
19	2	7	7.58	7,370	15,369	47.9	2,765.72	3,158.45	1.142
18	5	16	2.52	3,770	6,868	54.9	2,297.34	2,288.15	0.996
11	4	31	7.36	56,680	103,047	54.7	84,880.05	84,880.05	1.000
11	5	12	4.38	41,060	69,443	59.1	45,845.83	42,407.39	0.925
1	6	12	2.73	32,016	53,285	60.0	12,607.16	11,497.73	0.912
1	7	10	6.39	146,705	275,464	53.2	112,078.61	115,216.81	1.028
1	9	2	0.70	4,690	6,350	73.8	42,955.64	31,830.13	0.741
14	1	23	8.76	95,229	122,652	77.6	139,383.43	98,265.32	0.705
1	8	7	2.66	10,780	22,625	47.6	16,756.12	19,252.78	1.149
1	10	4	1.83	27,650	36,022	76.7	18,525.76	13,208.87	0.713
1	2	9	1.97	189,335	324,465	61.4	299,759.08	266,785.58	0.890
1	3	4	0.74	45,380	91,500	49.6	404,820.71	446,517.24	1.103
2	1	14	3.09	137,940	199,550	69.1	542,326.29	428,980.09	0.791
2	2	14	4.23	220,070	311,223	43.0	569,255.61	724,093.14	1.272
2	3	16	2.76	28,610	47,331	60.4	67,151.90	60,772.47	0.905

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2	4	21	9.95	80,323	115,441	69.5	193,791.98	152,514.29	0.787
3	2	23	4.11	27,600	57,245	48.2	59,398.14	67,416.89	1.135
3	3	25	4.15	48,025	86,025	55.8	423,022.38	414,561.93	0.980
3	4	12	3.76	15,020	23,350	64.3	15,297.03	13,017.77	0.851
3	5	6	2.93	1,185	3,300	35.9	23,759.36	36,209.26	1.524
4	1	1	41.11	18,980	27,500	69.0	5,414.35	4,293.58	0.793
4	3	9	6.62	4,790	12,305	38.9	6,304.77	8,870.81	1.407
2	6	4	2.49	3,964	10,750	27.6	11,244.18	22,285.96	1.982
2	7	6	1.39	5,365	8,550	62.7	6,017.19	5,246.99	0.872
2	8	14	11.74	7,475	11,133	67.1	5,138.88	4,188.19	0.815
Totals		630	251.66	$1,603,474	$2,749,672		$3,631,666.63	$3,571,915.47	
Average						58.3%			0.983
Average ratio used in railroad appraisal						54.7%			

No Sales

Map No. 2—Sec. 5
Map No. 2— " 9
Map No. 2— " 10
Map No. 3— " 1
Map No. 4— " 4
Map No. 18— " 1
Map No. 18— " 3
Map No. 18— " 4
Map No. 18— " 8

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DEFENDANTS' EXHIBIT "C"-7. MORGAN.

GREAT NORTHERN RAILWAY

Statement showing Value of Lands for Right of Way, Yards and Terminals Combining the Cities of St. Paul and Minneapolis.

Location	No. Sales	Area Sold Acres	Total Assessment	Sale Price	Average Ratio Assess. to Sale Price	Value of Lands for Railroad Purposes		Multiples to be Applied to Est. A. Values to bring them on Basis of Individu'l Sec. Ratios
						State's Est. "A" on Basis of Av. Ratio	State's Est. "A" on Basis of Individual Sec. Ratios	
City of St. Paul.....	177	118.037	$414,575	$690,915	60.0%	$3,587,220.90	$3,695,352.36	1.030
City of Minneapolis.....	630	251.66	1,603,474	2,749,672	58.3%	3,631,666.63	3,571,915.47	0.983
Totals.....	807	369.697	$2,018,049	$3,440,587		$7,218,887.53	$7,267,267.83	
Averages.....					58.7%			1.0067

Land owned by Ry.

Great Northern Ry. own 350.89 acres in City of St. Paul
Great Northern Ry. own 356.28 acres in City of Minneapolis.

Total..... 707.17 acres

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DEFENDANTS' EXHIBIT "C"-8. MORGAN. CORRECTED

MINNESOTA RAILROAD APPRAISAL OF JUNE 30, 1907

Lands for Right of Way, Yards and Terminals in the Cities of St. Paul and Minneapolis. Actual Cost to Railways and Railway's and State's Reproduction Cost.

This Statement Supersedes Exhibit "C-8". Morgan.

Name of Railway	Location		Area in Acres	Actual Cost to Railway	Railway's Cost of Reproduction	State's Cost of Reproduction	Remarks
	City	Map Sec.			Reported to R. R. & W. H. Comm. 6-30-06	As of June 30, 1907 Estimate "A"	
C. R. I. & P. Ry.....	St. Paul	All in City	45.55	$137,298.55	$978,262.69	$255,198.97	Purchased in 1901 and 02.
M. St. P. & S. Ste. M. Ry..	"	Various	42.26+	360,744.89	572,839.46	404,921.91	Purchased in 1903-04-05-06-07
Nor. Pac. Ry.....	"	1-4	2.24+	21,327.97	88,990.90	90,593.67	Bought from Tri-State Land Co. 7-6-06.
Great Nor. Ry.....	"	14-1	8.24+	32,200.00	127,132.85	69,783.61	Purchased in 1904-1905.
Nor. Pac. Ry.....	"	9-3, 9-4	44.67	53,085.61	138,052.77	69,141.13	St. Anthony Park property not included in the appraisal from Cooper's Exhibit 71.
" " "	"	1-3, 19-1	19.54−	352,200.00	1,659,681.73	695,218.38	Commercial St. property not included in the appraisal from Cooper's Exhibit 71.
" " "	"	1-1	5.15+	451,000.00	915,638.17	506,404.61	N. W. Im. Co., Blks. 38, 39, 40 and 41, Kittson's Add.
C. St. P. M. & O. Ry.....	"	3-1	9.79	12,000.00	23,496.00	15,947.42	Bought in 1904.
Total for St. Paul.....			177.44+	$1,419,857.02	$4,504,094.57	$2,107,209.70	
C. R. I. & P. Ry.....	Minneap'lis	10-1, 10-2, 7-1, 7-4	37.72	$238,264.00	$944,968.34	$351,740.37	Purchased in 1901 and 02.
Great Northern Ry.....	"	1-6, 1-7, 1-9, 2-5, 2-6, 3-1, 3-3, 3-5, 11-4, 11-5.	54.61	144,274.83	894,595.21	477,226.16	Purchased in 1904-05-06.

Wis. Cent. Ry.	"	1-2, 1-11, 1-12	22.21	500,000.00	1,191,299.02	481,293.80	Purchased in 1900.
C. G. W. Ry.	"	12A-1B, 12A-1C, 11-2, 11-3	26.70	146,431.33	444,744.20	233,908.96	Purchased in 1901-02-07.
C. M. & St. P. Ry.	"	1-5, 1-13, 7-1	5.39	159,500.00	469,237.34	329,587.70	Purchased in 1900 and 01.
C. St. P. M. & O. Ry.	"	12A-1, 16-5	45.67	298,033.50	1,237,241.76	368,121.09	Purchased in 1901 and 02.
M. and St. L. R. R.	"	3-4, 4-3	3.98	7,550.00	24,235.29	11,690.73	Purchased in 1904-06.
M. St. P. & S. Ste. M. Ry.	"	1-3, 18-4,	1.78	53,312.50	154,888.47	121,533.60	Purchased in 1902-05.
Nor. Pac. Ry.	"	1-2, 16-2, 17-6, 17-5, 18-5, 18-4, 16-1, 16-7	21.77	102,016.55	239,527.08	148,299.40	Not included in appraisal from Cooper's Exhibit No. 72.
Total for Minneapolis.			219.83	$1,649,382.71	$5,600,736.71	$2,523,401.81	
Grand totals, St. Paul and Minneapolis....			397.27+	$3,069,239.73	$10,104,831.28	$4,630,611.51	

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DEFENDANTS' EXHIBIT "C"-9. MORGAN.

GREAT NORTHERN RAILWAY

Comparing Cost of Reproducing the Lands for Right of Way, Yards and Terminals on the Kelly Lake-Fermoy Line.

Location of Line	Appraisal Subject No. 1. Lands for Right of Way, Yards and Terminals.							
	Cost to Co. as per 1st Sworn Statement to R. R. & W. H. Comm. Dated 10-30-1917		Cost to Co. as per 2nd Sworn Statement to R. R. & W. H. Comm. Dated 5-1-1918		Cost of Repro. as of June 30, 1918 Hayden's Exhibit		State's Cost of Repro. if State had Appraised this Line	
	Acres	Cost to Co.	Acres	Cost to Co.	Acres	Cost of Repro.	Acres	Cost of Repro.
Kelly Lake to Fermoy	365.73	$12,040.41	*302.56	*$5,446.28	365.73	$8,778.00	365.73	$6,583.14
		Average cost per acre to Co. $33.10	*73.17 acres not yet surveyed	*Includes $1,005.73 for timber destroyed. Average cost per acre to Co. $18.00		Average cost of repro. per acre, $24.00		Average cost of repro. per acre, $18.00 (State does not allow this item for reason it was omitted in original appraisement in 1916 or 1917.)

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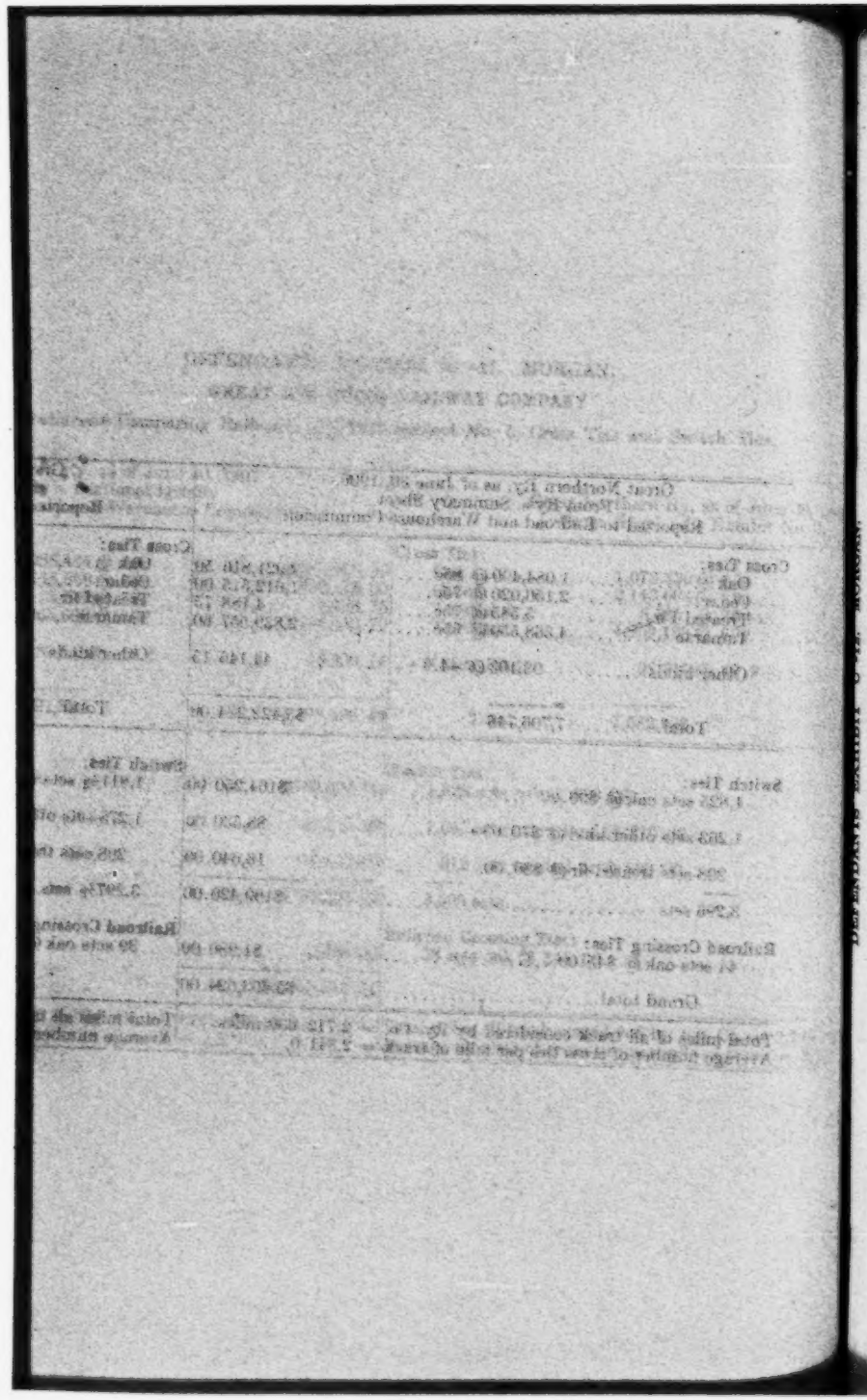

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GREAT NORTHERN RAILWAY

Comparing Unit Prices on Cross Ties.

From Sworn Reports to Railroad and Warehouse Com. of Minn.	Cross Ties							
	Price Per Tie at Distributing Point							Total No. of Ties
	Oak	Cedar	Tamarac	Pine	Others	Treated	Gen. Av. All ties	
Great Northern Ry.								
1902	0.470	0.312	0.312	0.312	0.565	.....	0.362	300,542
1903	0.482	0.368	0.368	0.368	0.476	0.319	0.374	495,631
1904	0.473	0.365	0.365	0.365	0.534	0.345	0.376	693,617
1905	0.456	0.354	0.354	0.354	0.664	0.441	0.399	530,251
1906	0.506	0.379	0.379	0.379	0.613	0.413	0.398	413,592
1907	0.523	0.434	0.434	0.434	0.718	0.575	0.463	464,092
Gen. averages for the five year period, totals	0.485	0.369	0.369	0.369	0.595	0.418	0.395	2,897,725
Gt. Nor. Ry's. cost of reproduction as of June 30, 1906, reported to R. R. & W. H. Commission	0.850	0.750	0.650	0.450	0.450	0.750	0.703	7,706,748
Gt. Nor. Ry's. cost of reproduction as of June 30, 1908, Hogeland's Exhibit No. 2	0.850	0.750	0.650	0.500	0.450	0.750	0.705	7,582,922
United States department of agriculture (Forest service circular No. 124.) No. and value of ties purchased by steam R. Rs. in United States in 1906	0.510	0.470	0.350	0.400	0.400	.....	0.496	57,219,629
States' unit prices used in the appraisal of the Gt. Nor. Ry. in Minn. as of June 30, 1907	0.700	0.600	0.500	0.400	0.400	0.750	0.555	7,587,049

DEFENDANTS' EXHIBIT "C"-13. MORGAN.

GREAT NORTHERN RAILWAY COMPANY

Statement Comparing Railroad appraisal Subject No. 7, Rails.

	Total Rail in Tons	Total Mis. All Track	Av.rl. in Tons pr. Mi of Trk.	Unit Pr. Per Ton
Great Northern Ry. as of June 30, 1906	290,002.62	2,712.630	106.9	$32.35
Great Northern Ry. as of June 30, 1908. (From Hogeland's Exhibit No. 2)	294,049.58	2,735.780	107.4	30.75
State as of June 30, 1907	290,563.64	2,696.399	107.7	29.75

DEFENDANTS' EXHIBIT "C"-14. MORGAN.

MINNESOTA RAILROAD APPRAISAL OF JUNE 30, 1907

Locomotives Reported by the Great Northern Railway Company more than Once.

Number of Locom.	Terminal Div. 100% for Minn.	Fer. Fls. Div. 100% for Minn.	Mesabi Div. 91% for Minn.	Wilmar Div. 90.91% for Minn.	Dakota Div. 15.95% for Minn.	Total % Reported by Ry Co. for these Locomotives	Gt. Nor. Ry's Cost of Reproduction. Reported to R. R. & W. Commission	Gt. Nor. Ry. should have Reported Cost of Repro.	Gt. Nor. Ry's Report in Error	State's Cost of Repro. and Percentage allowed for Minn.	
150	100	100	.....	.....	.....	200.00	$16,066.00	$8,033.00	$8,033.00	100% on Terminal Div...	$7,054.32
217	100	100	.....	.....	.....	200.00	19,926.00	9,963.00	9,963.00	100% on Terminal Div...	9,297.08
953	.....	100	.....	.....	15.95	115.95	14,391.71	12,412.00	1,979.71	100% on Fergus Falls Div.	12,254.40
966	100	.....	.....	90.91	.....	190.91	23,695.75	12,412.00	11,283.75	100% on Terminal Div...	12,254.40
1141	.....	.....	91.00	.....	15.95	106.95	18,705.55	15,915.90	2,789.65	91% on Mesabi Div.....	16,076.97
Totals.....							$92,785.01	$58,735.90	$34,049.11		$56,937.17

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DEFENDANTS' EXHIBIT "C"-15. MORGAN.

GREAT NORTHERN RAILWAY

Railroad Appraisal Subject No. 36, Freight on Construction Material.

Section Numbers	Great Northern Railway's No. 36 Freight on Construction Materi'l As of June 30, 1906 Reported to R. R. & W. Com.		Great Northern Railway's No. 36 Freight on Construction Materi'l As of June 30, 1908 Hogeland's Exhibit No. 2		State's No. 36 Freight on Construction Materi'l As of June 30, 1907	
	Tons of Material Moved	Freight Allowance	Tons of Material Moved	Freight Allowance	Tons of Material Moved	Freight Allowance
1	Railway Company does not give section details.	Railway Company does not give section details.	24,158	$26,574.00	17,543	$13,069.53
2 and 3, Joint included			15,042	16,546.00	9,271	6,822.13
4			88,422	168,301.00	107,133	123,416.56
5			917	1,009.00	1,181	416.13
6			15,127	21,821.00	16,090	6,429.80
7			49,309	111,526.00	49,691	52,065.52
8			3,795	12,503.00	4,030	5,960.75
9			15,020	39,204.00	14,897	15,426.38
10			16,068	45,013.00	16,250	18,995.50
11			2,920	8,814.00	3,140	3,702.78
12			16,515	18,167.00	26,814	17,432.64
13			10,814	12,775.00	11,213	4,357.58
14			23,523	37,394.00	17,229	8,183.77
15 and 15½			15,388	16,927.00	26,352	9,129.21
16			22,841	36,332.00	24,306	14,194.61
17			72,216	114,820.00	72,190	55,822.64
18			30,671	73,547.00	31,893	30,510.75
19			18,622	52,722.00	8,214	9,034.65
20			10,456	28,045.00	10,878	11,184.68
21			6,958	20,455.00	7,088	8,293.77
22			14,262	51,585.00	14,199	19,000.59
23			9,115	32,512.00	9,473	11,963.14
24			74,609	275,717.00	75,400	116,395.98

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25			21,587	77,733.00	22,199	34,237.77
26			9,979	36,771.00	10,030	14,361.79
27			2,264	8,050.00	4,341	6,153.09
28			7,417	26,443.00	7,349	10,196.59
29			13,156	47,711.00	13,879	21,390.59
30			23,856	87,894.00	21,241	28,293.34
31			30,040	44,072.00	26,976	24,290.88
32 and 33			15,100	11,564.00	10,406	4,093.82
34 and 43, Joint included			901	4,983.00	767	78.99
35, Joint included			8,130	5,691.00	6,083	3,591.41
36			None	None	19,143	8,479.65
37			7,561	10,585.00	8,745	4,571.90
38			9,668	19,337.00	10,756	6,734.78
39			5,527	11,053.00	4,859	3,026.52
40			1,524	3,048.00	1,850	1,223.50
41			3,313	6,625.00	3,234	2,315.58
42			17,281	65,321.00	18,582	17,698.12
		$4,364,769.00	734,072	$1,689,190.00	764,915	$752,547.41
			General average freight allowance per ton = $2.301		General average freight allowance per ton = $0.984	

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DEFENDANTS' EXHIBIT D. MORGAN.

MINNEAPOLIS UNION RAILWAY

No.	SUBJECT	Railway Company's Cost of Reproduction and Present Value as of June 30, 1906 Reported to Railroad and Warehouse Commission				Railway Company's Cost of Reproduction and Present Value as of June 30, 1906 Hogeland's Exhibit No. 2			
		Omitting Multiples on Lands For Right of Way, Yards and Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals		Omitting Multiples on Lands For Right of Way, Yards and Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals	
		Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value
		Column No. 1	Column No. 2	Column No. 3	Column No. 4	Column No. 5	Column No. 6	Column No. 7	Column No. 8
1	Lands for right of way, yards and terminals	$3,335,280.00	Present Value not Reported by Railway Company	$4,169,100.00	Present Value not Reported by Railway Company	$3,335,280.00	Present Value not Reported by Railway Company	$4,169,100.00	Present Value not Reported by Railway Company
2	Grading, clearing and grubbing	193,106.00		193,106.00		156,546.20		156,546.20	
3	Protection work, rip rap, retaining walls	97,842.00		97,842.00		106,883.00		106,883.00	
4	Tunnels	None		None		None		None	
5	Cross ties and switch ties	26,442.00		26,442.00		23,128.00		23,128.00	
6	Ballast	17,703.00		17,703.00		14,136.00		14,136.00	
7	Rails	37,228.00		37,228.00		33,542.10		33,542.10	
8	Track fastenings	8,508.00		8,508.00		8,331.30		8,331.30	
9	Switches, frogs and railroad crossings	7,015.00		7,015.00		4,394.00		4,394.00	
10	Track laying and surfacing	8,901.00		8,901.00		9,783.75		9,783.75	
11	Bridges, trestles and culverts	1,101,113.00		1,101,113.00		1,189,144.00		1,189,144.00	
12	Track and bridge tools	135.00		135.00		150.00		150.00	
13	Fences, cattle guards and signs	52.00		52.00		47.50		47.50	
14	Stock yards and appurtenances	None		None		None		None	
15	Water stations	None		None		None		None	
16	Coal stations	None		None		None		None	
17	Station buildings and fixtures	342,500.00		342,500.00		342,500.00		342,500.00	
18	Miscellaneous buildings	760.00		760.00		1,665.00		1,665.00	
19	Steam and electric power plants, gas plants	None		None		None		None	
20	General repair shops	None		None		None		None	
21	Shop machinery and tools	None		None		None		None	
22	Engine houses, turntables and cinder pits	None		None		None		None	
23	Track scales	None		None		None		None	
24	Docks and wharves (incl. coal and ore docks)	None		None		None		None	
25	Interlocking plants	None		None		10,700.00		10,700.00	
26	Signal apparatus	None		None		15,766.00		15,766.00	
27	Telegraph lines and appurtenances	None		None		None		None	
28	Telephone lines and appurtenances	None		None		None		None	
29	Adaptation and solidification of roadbed	None		None		None		None	
	Total of items 1 to 29, inclusive	$5,176,585.00		$6,010,405.00		$5,251,996.85		$6,085,816.85	
30	Engineering, superintendence, legal expenses	232,946.32		270,468.00		236,339.86		273,861.76	
	Total of items 1 to 30, inclusive	$5,409,531.32		$6,280,873.00		$5,488,336.71		$6,359,678.61	
31	Locomotives	None		None		None		None	
32	Passenger equipment	None		None		None		None	
33	Freight car equipment	None		None		None		None	
34	Miscellaneous equipment	None		None		None		None	
35	Marine equipment	None		None		None		None	
	Total of items 1 to 35, inclusive	$5,409,531.32		$6,280,873.00		$5,488,336.71		$6,359,678.61	
36	Freight on construction material	16,872.00		16,872.00		2,342.00		2,342.00	
	Total of items 1 to 36, inclusive	$5,426,403.32		$6,297,745.00		$5,490,678.71		$6,362,020.61	
37	Contingencies	621,865.82		722,300.24		250,924.02		291,355.11	
38	Stores and supplies in Minnesota	None		None		None		None	
	Interest during construction	648,997.84		753,704.76		1,377,611.29		1,596,810.27	
	Grand totals	$6,697,266.98		$7,773,750.00		$7,119,214.02		$8,250,185.99	

DEFENDANTS' EXHIBIT D. MORGAN.

MINNEAPOLIS UNION RAILWAY

Railway Company's Reproduction and Present Value as of June 30, 1906 Reported to Railroad and Warehouse Commission				Railway Company's Cost of Reproduction and Present Value as of June 30, 1906 Hogeland's Exhibit No. 2				State's Cost of Reproduction and Present Value as of June 30, 1907			
ultiples on Lands ght of Way, nd Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals		Omitting Multiples on Lands For Right of Way, Yards and Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals		Estimate "B" Omitting Multiples on Lands for R. of W., Yds. and Terms. and Adapt. and Solid. of Roadbed		Estimate "A" Including Multiples on Lands for R. of W., Yds. and Terms. and Adapt. and Solid. of Roadbed	
	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value
	Column No. 2	Column No. 3	Column No. 4	Column No. 5	Column No. 6	Column No. 7	Column No. 8	Column No. 9	Column No. 10	Column No. 11	Column No. 12
0	Present Value not Reported by Railway Company	$4,169,100.00	Present Value not Reported by Railway Company	$3,335,280.00	Present Value not Reported by Railway Company	$4,169,100.00	Present Value not Reported by Railway Company	$1,385,064.43	$1,385,064.43	$2,216,103.02	$2,216,103.02
0		193,106.00		156,546.20		156,546.20		122,719.00	122,719.00	122,719.00	122,719.00
0		97,842.00		106,883.00		106,883.00		88,801.50	88,801.50	88,801.50	88,801.50
		None		None		None		None	None	None	None
0		26,442.00		23,128.00		23,128.00		21,600.50	11,750.67	21,600.50	11,750.67
0		17,703.00		14,136.00		14,136.00		12,926.92	12,926.92	12,926.92	12,926.92
0		37,228.00		33,542.10		33,542.10		33,672.13	22,324.62	33,672.13	22,324.62
0		8,508.00		8,331.30		8,331.30		8,984.04	5,956.42	8,984.04	5,956.42
0		7,015.00		4,394.00		4,394.00		8,143.55	5,334.85	8,143.55	5,334.85
0		8,901.00		9,783.75		9,783.75		6,396.00	6,396.00	6,396.00	6,396.00
0		1,101,113.00		1,189,144.00		1,189,144.00		920,042.96	761,016.26	920,042.96	761,016.26
0		135.00		150.00		150.00		135.00	101.25	135.00	101.25
0		52.00		47.50		47.50		51.65	25.83	51.65	25.83
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
0		342,500.00		342,500.00		342,500.00		342,500.00	229,358.50	342,500.00	229,358.50
0		760.00		1,665.00		1,665.00		760.00	500.08	760.00	500.08
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		10,700.00		10,700.00		None	None	None	None
		None		15,766.00		15,766.00		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
								Omitted	Omitted	9,342.42	9,342.42
0		$6,010,405.00		$5,251,996.85		$6,055,816.85		$2,951,797.68	$2,652,276.33	$3,792,178.69	$3,492,657.34
2		270,468.00		236,339.86		273,861.76		132,830.89	132,830.89	170,648.04	170,648.04
2		$6,280,873.00		$5,488,336.71		$6,359,678.61		$3,084,628.57	$2,785,107.22	$3,962,826.73	$3,663,305.38
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
		None		None		None		None	None	None	None
2		$6,280,873.00		$5,488,336.71		$6,359,678.61		$3,084,628.57	$2,785,107.22	$3,962,826.73	$3,663,305.38
0		16,872.00		2,342.00		2,342.00		1,965.33	1,965.33	1,965.33	1,965.33
2		$6,297,745.00		$5,490,678.71		$6,362,020.61		$3,086,593.90	$2,787,072.55	$3,964,792.06	$3,665,270.71
2		722,300.24		250,924.02		291,355.11		154,350.72	154,350.72	198,239.60	198,239.60
		None		None		None		None	None	None	None
4		753,704.76		1,377,611.29		1,596,810.27		123,480.57	123,480.57	158,217.98	158,217.98
8		$7,773,750.00		$7,119,214.02		$8,250,185.99		$3,364,425.19	$3,064,903.84	$4,321,249.64	$4,021,728.29

EXHIBIT EXHIBIT "F". MORGAN.

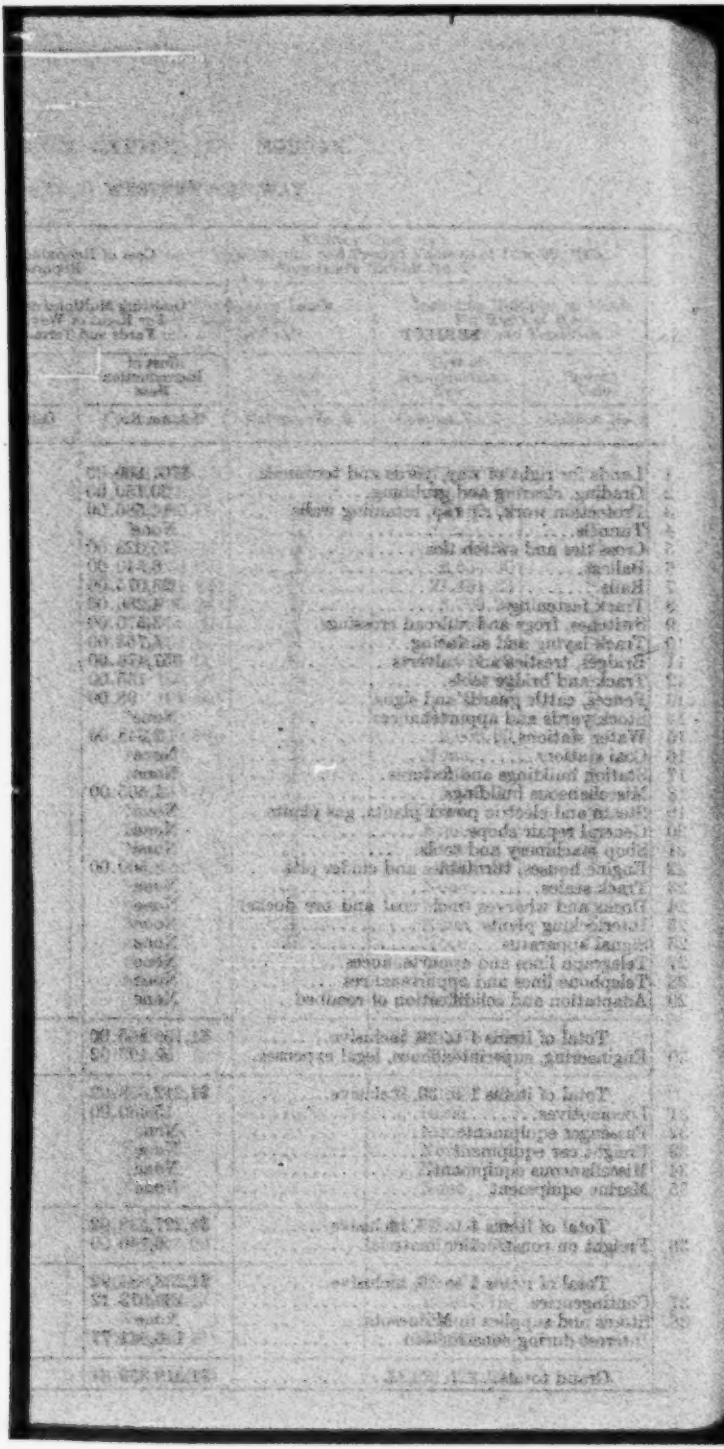
[redacted] WESTERN RAILWAY

No.	SUBJECT	[redacted]				Railway Company's Cost of Reproduction and Present Value as of June 30, 1918 Highsaw's Exhibit No. 2			
		[redacted]		[redacted]		Excluding Rights-of-way in Lands For Right of Way, Yards and Terminals		Including Rights-of-way in Lands For Right of Way, Yards and Terminals	
		Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value
		Column No. 1	Column No. 2	Column No. 3	Column No. 4	Column No. 5	Column No. 6	Column No. 7	Column No.
1	Lands for right of way, yards and terminals	[redacted]	Present Value not Reported by Railway Company	[redacted]	Present Value not Reported by Railway Company	[redacted]	Present Value not Reported by Railway Company	$877,225.00	Present Value not Reported by Railway Company
2	Grading, clearing and grubbing							20,150.00	
3	Protection work, rip rap, retaining walls							17,100.00	
4	Tunnels							None	
5	Cross ties and switch ties							17,445.20	
6	Ballast							6,634.00	
7	Rails							21,631.53	
8	Track fastenings							2,706.25	
9	Switches, frogs and railroad crossings							2,866.00	
10	Track laying and surfacing							6,982.15	
11	Bridges, trestles and culverts							262,631.00	
12	Track and bridge tools							150.00	
13	Fences, snow sheds and signs							184.00	
14	Stock yards and appurtenances							2,000.00	
15	Water stations							None	
16	Coal stations							None	
17	Station buildings and fixtures							2,000.00	
18	Miscellaneous buildings							None	
19	Steam and electric power plants, gas plants							None	
20	General repair shops							2,000.00	
21	Shop machinery and tools							None	
22	Engine houses, turntables and roundhouses							None	
23	Track scales							None	
24	Docks and wharves (incl. coal and ore docks)							None	
25	Telephone plants							None	
26	Signal apparatus							None	
27	Telegraph lines and appurtenances							None	
28	Telephone lines and appurtenances							None	
29	Adaptation and subdivision of realties							None	
	Total of Items 1 to 29, inclusive	[redacted]		[redacted]		$1,165,911.45		$1,241,276.45	
30	Engineering, superintendence, legal expenses	[redacted]		[redacted]		69,361.21		69,357.44	
	Total of Items 1 to 30, inclusive	[redacted]		[redacted]		$1,235,272.66		$1,310,633.89	
31	Locomotives	[redacted]		[redacted]		None		None	
32	Passenger equipment							None	
33	Freight car equipment							None	
34	Miscellaneous equipment							None	
35	Marine equipment							None	
	Total of Items 1 to 35, inclusive	[redacted]		[redacted]		$1,235,272.66		$1,310,633.89	
36	Freight on construction material	[redacted]		[redacted]		1,442.00		1,442.00	
	Total of Items 1 to 36, inclusive	[redacted]		[redacted]		$1,236,714.66		$1,312,075.89	
37	Contingencies	[redacted]		[redacted]		57,281.62		65,813.16	
38	Stores and supplies in Minnesota	[redacted]		[redacted]		39,326.40		None	
	Interest during construction	[redacted]						252,533.46	
	Grand totals	[redacted]		[redacted]		$1,333,322.68		$1,631,422.52	

DEFENDANTS' EXHIBIT "E". MORGAN.

MINNEAPOLIS WESTERN RAILWAY

Railway Company's ...tion and Present Value as of June 30, 1906 ...d to Railroad and Warehouse Commission			Railway Company's Cost of Reproduction and Present Value as of June 30, 1908 Hogeland's Exhibit No. 2				State's Cost of Reproduction and Present Value as of June 30, 1907			
							Estimate "B" Omitting Multiples on Lands for R. of W., Yds. and Terms. and Adapt. and Solid. of Roadbed		Estimate "A" Including Multiples on Lands for R. of W., Yds. and Terms. and Adapt. and Solid. of Roadbed	
...Lands ...als	Including Multiples on Lands For Right of Way, Yards and Terminals		Omitting Multiples on Lands For Right of Way, Yards and Terminals		Including Multiples on Lands For Right of Way, Yards and Terminals					
...resent Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value	Cost of Reproduction New	Present Value
...mn No. 2	Column No. 3	Column No. 4	Column No. 5	Column No. 6	Column No. 7	Column No. 8	Column No. 9	Column No. 10	Column No. 11	Column No. 12
Present Value not Reported by Railway Company	$877,325.00	Present Value not Reported by Railway Company	$701,860.00	Present Value not Reported by Railway Company	$877,325.00	Present Value not Reported by Railway Company	$326,130.46	$326,130.46	$521,324.85	$521,324.85
	20,150.00		20,150.00		20,150.00		19,500.00	19,500.00	19,500.00	19,500.00
	14,586.00		13,180.00		13,180.00		13,494.00	13,494.00	13,494.00	13,494.00
	None		None		None		None	None	None	None
	15,023.00		13,445.20		13,445.20		12,255.20	6,617.81	12,255.20	6,617.81
	6,340.00		6,634.00		6,634.00		4,866.70	4,866.70	4,866.70	4,866.70
	23,075.00		21,431.83		21,431.83		20,790.58	13,060.67	20,790.58	13,060.67
	4,286.00		3,796.28		3,796.28		4,454.19	2,797.23	4,454.19	2,797.23
	3,570.00		3,066.00		3,066.00		2,962.75	1,835.07	2,962.75	1,835.07
	5,753.00		6,803.15		6,803.15		5,512.00	5,512.00	5,512.00	5,512.00
	357,476.00		363,531.00		363,531.00		312,928.58	226,557.34	312,928.58	226,557.34
	135.00		150.00		150.00		135.00	101.25	135.00	101.25
	98.00		104.00		104.00		97.95	48.98	97.95	48.98
	None		None		None		None	None	None	None
	2,348.00		2,600.00		2,600.00		1,687.60	843.80	1,687.60	843.80
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	1,655.00		5,560.00		5,560.00		1,665.00	1,171.04	1,665.00	1,171.04
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	3,500.00		3,500.00		3,500.00		3,500.00	2,012.50	3,500.00	2,012.50
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		Omitted	Omitted	6,038.40	6,038.40
	$1,335,230.00		$1,165,811.46		$1,341,276.46		$729,980.01	$624,548.85	$931,212.80	$825,781.64
	60,090.00		52,461.51		60,357.44		32,849.10	32,849.10	41,904.58	41,904.58
	$1,395,420.00		$1,218,272.97		$1,401,633.90		$762,829.11	$657,397.95	$973,117.38	$867,686.22
	15,480.00		None		None		15,480.00	8,289.76	15,480.00	8,289.76
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	None		None		None		None	None	None	None
	$1,410,900.00		$1,218,272.97		$1,401,633.90		$778,309.11	$665,687.71	$988,597.38	$875,975.98
	6,146.00		1,442.00		1,442.00		1,377.72	1,377.72	1,377.72	1,377.72
	$1,417,046.00		$1,219,714.97		$1,403,075.90		$779,686.83	$667,065.43	$989,975.10	$877,353.70
	160,473.80		57,204.63		65,813.16		38,997.93	38,997.93	49,498.76	49,498.76
	None		None		None		None	None	None	None
	168,379.20		306,392.40		352,533.46		31,198.34	31,198.34	39,357.47	39,357.47
	$1,745,899.00		$1,583,312.00		$1,821,422.52		$849,883.10	$737,261.70	$1,078,831.33	$966,209.93



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GREAT NORTHERN RAILWAY

Comparing Unit Prices on Grading in Earth

Sec. No.	Great Northern Railway as of June 30, 1908 Hogeland's Exhibit No. 2			Great Northern Railway Contract Work as per Hogeland's Exhibit No.			State's as of June 30, 1907		
	Total Cu. Yds. Reported	Cost of Reproduction	Cost of Rep. Per Cu. Yd.	Cubic Yards Moved	Pd. Contractor	Price Per Cu. Yd.	Cubic Yards Moved	Cost of Reproduction	Cost of Rep. Per Cu. Yd
1	4,130,530	$1,304,145.30	0.315	25,739	$4,890.41	$0.190	3,755,027	$1,013,857.29	$0.270
5	40,920	12,685.20	0.310	37,210	8,168.20	0.220	37,200	9,672.00	0.260
6	826,180	265,005.80	0.320	689,198	133,966.45	0.194	739,078	184,769.50	0.250
7	4,354,570	1,350,154.90	0.310	2,892,706	489,505.55	0.169	3,810,592	990,753.92	0.260
9	788,210	185,646.50	0.235	714,605	112,335.91	0.157	765,665	176,102.95	0.230
10	493,790	116,706.70	0.236	410,916	73,964.88	0.180	472,817	108,747.91	0.230
13	481,080	189,064.80	0.393	400,899	89,755.42	0.224	440,986	110,246.50	0.250
14	2,248,250	903,875.10	0.402	1,540,400	385,100.00	0.250	1,843,250	460,812.50	0.250
15 and 15½	1,563,460	516,972.00	0.330	946,399	208,053.65	0.220	1,563,460	406,499.60	0.260
16	1,327,130	425,732.30	0.320	884,285	137,662.42	0.155	1,289,079	360,942.12	0.280
17	5,899,865	1,805,420.72	0.306	2,907,549	874,709.09	0.300	5,421,836	1,626,550.80	0.300
18	1,560,480	500,158.20	0.320	1,309,734	268,800.77	0.205	1,432,509	401,102.52	0.280
19	1,361,000	539,059.20	0.396	1,206,803	228,639.54	0.189	1,317,180	395,154.00	0.300
20	716,110	213,448.10	0.298	596,053	98,031.92	0.164	656,393	164,098.25	0.250
21	239,240	77,790.40	0.325	217,597	50,047.31	0.230	239,240	159,810.00	0.250
22	455,950	82,071.00	0.180	426,334	60,582.06	0.142	434,623	78,232.14	0.180
25	743,130	133,763.40	0.180	614,951	74,993.86	0.122	681,582	122,684.76	0.180
27	181,540	41,754.20	0.230	165,037	31,357.03	0.190	165,036	34,657.56	0.210
28	543,200	191,283.40	0.352	435,822	124,862.53	0.286	499,626	149,887.80	0.300
29	495,180	113,891.40	0.230	468,598	77,268.99	0.164	471,598	84,887.64	0.180
30	1,085,830	323,585.30	0.298	830,767	130,952.38	0.157	1,016,286	254,071.50	0.250
31	1,344,230	532,908.90	0.396	1,030,217	117,660.49	0.114	1,280,217	320,054.25	0.250
32 and 33	2,216,280	879,586.80	0.396	1,239,997	340,102.81	0.274	1,918,711	574,137.20	0.299
35	1,910,080	757,199.40	0.396	1,098,549	308,709.22	0.281	1,956,921	665,353.14	0.340
36	2,199,880	862,395.60	0.392	189,990	54,536.47	0.287	2,200,240	748,081.60	0.340
37	1,606,610	636,869.70	0.396	1,036,476	218,456.87	0.211	1,572,465	566,087.40	0.365
39	1,015,290	402,608.10	0.396	463,535	109,690.30	0.236	987,978	355,672.08	0.360
40	475,480	188,454.60	0.396	211,597	69,827.01	0.330	425,797	153,286.92	0.360
41	719,510	285,094.50	0.396	182,143	58,881.24	0.323	643,516	231,665.76	0.360
42	3,279,450	1,289,102.10	0.393	2,571,624	455,737.36	0.177	3,043,349	1,034,725.06	0.340
Totals	44,302,455	$15,126,433.62		25,745,730	$5,397,250.14		41,082,257	$11,842,604.67	
Averages			0.341			0.209			0.288

DEFENDANTS' EXHIBIT G. HILLMAN.

TABLE NO. 1.

GREAT NORTHERN RAILWAY.

Operating Expenses, Year ending June 30, 1908, taken from Great Northern Records, and showing Divisions having local service and through and local service.

	Local		Through and Local		Total	
	Freight	Passenger	Freight	Passenger	Freight	Passenger
1. Maintenance of Way and Structures:						
2. Superintendence	$14,694.68	$15,130.37	$84,212.29	$56,402.43	$98,906.97	$71,532.80
3. Ballast	404.85	177.87	24,553.90	16,713.00	24,958.75	16,890.87
4. Ties	36,795.59	35,567.61	196,529.32	149,221.09	233,324.91	184,788.70
5. Rails	6,353.66	5,909.13	108,800.64	69,596.23	115,154.30	75,505.36
6. Other track material	5,351.53	5,304.42	166,172.89	100,999.69	171,524.42	106,304.11
7. Roadway and track	77,744.19	73,598.80	750,875.42	496,849.34	828,619.61	570,448.14
8. Removal of snow, sand and ice	1,405.33	1,356.88	1,803.36	1,476.57	3,208.69	2,833.45
9. Tunnels	.....	.....	.....	.....	.....	.....
10. Bridges, trestles and culverts	21,143.72	31,247.05	83,007.00	62,663.82	104,150.72	93,910.87
11. Over and under grade crossings	36.81	54.73	6,192.51	3,530.59	6,229.32	3,585.32
12. Grade crossings, fences, cattle guards and signs	2,483.34	2,467.07	16,492.25	13,058.91	18,975.59	15,525.98
13. Snow and sand fences and snowsheds	716.48	472.45	11,292.86	8,346.77	12,009.34	8,819.22
14. Signals and interlocking plants	582.04	583.42	8,859.49	3,630.06	9,441.53	4,213.48
15. Telegraph and telephone lines	1,254.75	1,464.63	8,264.61	5,692.71	9,519.36	7,157.34
16. Buildings, fixtures and grounds	6,689.41	5,908.80	161,659.05	91,858.49	168,348.46	97,767.29
17. Docks and wharves	.....	11.25	.....	63.40	.....	74.65
18. Roadway tools and supplies	1,345.59	1,299.14	13,666.55	10,581.59	15,012.14	11,880.73
19. Work equipment—repairs	4,016.88	3,391.88	45,244.34	32,170.68	49,261.22	35,562.56
20. Work equipment—renewals	88.09	101.57	13,130.60	9,315.33	15,565.69	11,742.39
21. Work equipment—depreciation	2,347.00	2,325.49	.....	.....	.....	.....
22. Injuries to persons	372.80	348.53	19,910.20	16,415.69	20,283.00	16,764.22
23. Stationery and printing	518.45	515.92	2,640.31	1,810.81	3,158.76	2,326.73
24. Insurance	1,095.96	1,112.26	11,399.35	7,162.55	12,495.31	8,274.81
25. Other expenses	6.65	8.08	111.91	84.71	118.56	92.79
26. Maintaining joint tracks, yards and O. F.—Dr.	1,810.62	1,661.24	37,462.07	33,780.16	39,272.69	35,441.40
27. Maintaining joint tracks, yards and O. F.—Cr.	.....	.....	*66,733.56	*60,516.80	*66,733.56	*60,516.80
29. Total	$187,258.42	$190,018.59	$1,705,547.36	$1,130,907.82	$1,892,805.78	$1,320,926.41

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30. MAINTENANCE OF EQUIPMENT:						
31. Superintendence	2,728.65	3,119.23	30,980.29	21,114.50	33,708.94	24,233 73
32. Steam locomotives—repairs	28,969.16	25,100.08	391,515.12	200,627.81	420,484.28	225,727 89
33. Steam locomotives—renewals	13,747.71	12,616.97	830,911.32	174,706.68	879,093.16	193,906.39
34. Steam locomotives—depreciation		14,544.05		148,144.70		162,688.75
35. Passenger train cars—repairs		.53				
36. Passenger train cars—renewals		6,582.21				
37. Passenger train cars—depreciation	33,687.86		589,001.12		622,688.98	
38. Freight train cars—repairs	930.51					
39. Freight train cars—renewals	33,503.62					
40. Freight train cars—depreciation	1,141.19	1,398.24	16,630.54	12,942.54	17,771.73	14,340.78
44. Shop machinery and tools	260.08	284.31	5,319.91	4,253.49	5,579.99	4,537.80
45. Injuries to persons	196.03	224.65	2,035.31	1,668.52	2,231.34	1,913.17
46. Stationery and printing	1,820.37	1,112.97	25,861.67	9,739.82	27,682.04	10,852.79
47. Insurance	1,256.08	1,540.70	13,473.31	11,227.04	14,729.39	12,767.74
48. Other expenses			22,818.12	685.47	22,818.12	685.47
49. Maintaining joint equipment at terminals—Dr.	3,594.88					
50. Equipment borrowed—Dr.			*11,375.50	*58.27	*11,375.50	*68.27
51. Maintaining joint equipment at terminals—Cr.			*4,215.10		*4,505.86	
52. Equipment loaned—Cr.	*3,885.64					
54. Total	$117,950.50	$66,523.94	$1,912,956.11	$585,062.30	$2,030,906.61	$651,586.24
55. TRAFFIC EXPENSES:						
56. Superintendence	2,934.63	2,584.02	29,158.23	19,380.43	32,092.86	21,964.45
57. Outside agencies	7,012.66	5,243.88	70,461.30	39,683.11	77,473.96	44,926.99
58. Advertising	7.65	3,893.61	76.61	28,773.56	84.26	32,667.17
59. Traffic associations	234.65	34.25	2,136.79	258.00	2,371.44	292.25
60. Industrial and immigration bureaus	173.28	1,247.18	1,725.81	9,560.77	1,899.09	10,807.95
61. Stationery and printing	1,075.53	689.38	10,724.75	5,158.45	11,800.28	5,847 83
62. Insurance						
63. Other expenses	588.25	2.83	5,001.26	20.67	5,589.51	23.50
65. Total	$12,026.65	$13,695.15	$119,284.75	$102,834.99	$131,311.40	$116,530.14
66. TRANSPORTATION EXPENSES:						
67. Superintendence	6,868.32	8,449.71	60,149.45	49,039.26	67,017.77	57,488.97
68. Dispatching trains	3,636.34	4,767.92	31,312.34	23,671.56	34,948.68	28,439.48
69. Station employes	31,373.98	32,493.32	402,307.57	170,451.51	433,681.55	202,944.83
70. Weighing and car service associations	1,276.68		19,672.18		20,948.86	

* Deduct.

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DEFENDANTS' EXHIBIT G. HILLMAN—*Cont.*

TABLE NO. 1.—*Cont.*

		LOCAL		THROUGH AND LOCAL		TOTAL	
		Freight	Passenger	Freight	Passenger	Freight	Passenger
71.		$2,620.60	$3,270.10	$21,062.93	$26,064.60	$23,683.53	$29,334.60
72.	Yard masters and their clerks	1,571.21	61.72	55,556.92	2,865.25	57,128.13	2,926.97
73.	Yard conductors and brakemen	3,281.92	129.06	220 338.44	9,502.51	223,620.36	9,631.57
74.	Yard switchmen and signal tenders	156.13	.51	30,626.55	4,542.27	30,782.68	4,542.78
75.	Yard supplies and expenses	37.01	1.08	2,861.03	181.63	2,898.04	182.71
76.	Yard enginemen	2,211.71	76.65	116,769.86	6,674.36	118,981.57	6,751.01
77.	Enginehouse expenses—yard	683.14	32.87	32,202.01	4,595.80	32,885.15	4,628.67
78.	Fuel for yard locomotives	3,433.62	127.58	196,832.34	13,315.79	200,265.96	13,443.37
79.	Water for yard locomotives	90.21	3.71	6,973.18	489.57	7,063.39	493.28
80.	Lubricants for yard locomotives	44.73	2.56	2,985.01	341.30	3,029.74	343.86
81.	Other supplies for yard locomotives	41.13	2.46	3,059.67	315.18	3,100.80	317.64
82.	Operating joint yards and terminals—Dr	35.46	47.21	168,293.85	51,986.48	168,329.31	52,033.69
83.	Operating joint yards and terminals—Cr	*3.81	*4.62	*16,229.79	*61,440.46	*16,233.60	*61,445.08
84.	Road enginemen	30,445.07	25,231.36	338,962.07	186,967.55	369,407.14	212,198.91
85.	Enginehouse expenses—road	7,302.86	7,222.15	83,584.92	45,553.95	90,887.78	52,776.10
86.	Fuel for road locomotives	68,159.05	34,351.88	953,731.31	353,782.53	1,021,890.36	388,134.41
87.	Water for road locomotives	1,890.28	1,879.81	21,379.62	13,098.07	23,269.90	14,977.88
88.	Lubricants for road locomotives	948.55	799.45	12 434.86	6,842.55	13,383.41	7,642.00
89.	Other supplies for road locomotives	1,221.52	932.86	17,133.36	8,331.27	18,354.88	9,264.13
90.	Road trainmen	38,741.51	22,074.04	365,100.12	169,837.94	403,841.63	191,911.98
91.	Train supplies and expenses	10,249.35	12,935.31	117,710.84	96,847.92	127,960.19	109,783.23
92.	Interlockers, block and other signals—operation	1,573.34	1,223.08	13,125.00	13,253.85	14,698.34	14,476 93
93.	Crossing flagmen and gatemen	217.22	74.49	6,480.73	2,171.16	6,697.95	2,245.65
94.	Drawbridge operation			4.72	.82	4.72	.82
95.	Clearing Wrecks	722.02	307.42	23,910.34	1,856.59	24,632.36	2,164.01
96.	Telegraph and telephone operation	1,820.10	1,710.42	26,169.71	17,795.66	27,989.81	19,506.08
97.	Operating floating equipment						
98.	Stationery and printing	1,607.54	1,444.38	16,203.30	11,031.88	17,810.84	12,476.26
99.	Insurance	1,420.04	116.55	16,004.42	1,156.37	17,424.46	1,272.92
100.	Other expenses	251.31	592.70	3,710.72	4,379.04	3,962.03	4,971.74
101.	Loss and damage of freight	7,442.39		147,812.27		155,254.66	
102.	Loss and damage of baggage		25.32		1,201.84		1,227.16
103.	Damage to property	3,445.82	1,895.66	24,075.09	10,943.85	27 520.91	12 839.51

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103.	Damage to property	3,445.82	1,399.99	21,679.99	16,834.17	25,125.81	20,280.17
104.	Damage to stock on right of way	333.71	363.73	7,315.93	5,158.78	7,649.64	5,522.51
105.	Injuries to persons	2,936.67	3,279.62	115,935.87	50,695.71	118,872.54	53,975.33
106.	Operating joint tracks—Dr	.....	.....	4,443.67	6,563.28	4,443.67	6,563.28
107.	Operating joint tracks—Cr	*86.69	*144.49	*12,761.02	*4,164.37	*12,847.71	*4,308.86
109.	Total	$238,000.04	$165,777.58	$3,657,241.39	$1,305,902.75	$3,895,241.43	$1,471,680.33
110.	GENERAL EXPENSES:						
111.	Salaries and expenses of general officers	2,441.81	2,693.63	24,367.62	20,243.82	26,809.43	22,937.45
112.	Salaries and expenses of clerks and attendants	6,327.79	4,968.66	63,876.90	37,829.45	70,204.69	42,798.11
113.	General office supplies and expenses	336.06	369.16	3,588.66	2,746.05	3,924.72	3,115.21
114.	Law expenses	2,137.48	2,401.91	29,478.16	19,338.08	31,615.64	21,739.99
115.	Insurance	1.19	1.17	30.16	14.89	31.35	16.06
115½.	Pensions	13.05	11.55	117.36	82.44	130.41	93.99
116.	Stationery and printing	751.37	745.55	7,522.34	5,670.44	8,273.71	6,415.99
117.	Other expenses	462.25	594.65	4,519.03	4,443.25	4,981.28	5,037.90
118.	General administration of joint tracks, yards and terminals—Dr	.....	.....	1,824.90	996.50	1,824.90	996.50
119.	General administration of joint tracks, yards and terminals—Cr	.....	.....	*2.84	*1,860.90	*2.84	*1,860.90
121.	Total	$12,471.00	$11,786.28	$135,322.29	$89,504.02	$147,793.29	$101,290.30
122.	TOTAL OPERATING EXPENSES	$567,706.61	$447,801.90	$7,530,351.90	$3,214,211.88	$8,098,058.51	$3,662,013.42
	Minneapolis Western Ry. Co	.....	.....	.....	.....	37,495.06	.....
	Duluth Terminal Ry. Co	.....	.....	.....	.....	5,802.04	8,045.32
	GRAND TOTAL	.....	.....	.....	.....	$8,141,355.61	$3,670,058.74

*Deduct.

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TABLE NO. 3.

GREAT NORTHERN RAILWAY.

Freight and Passenger Car Mileage by Divisions, Year Ending June 30, 1908, for Minnesota.

DIVISIONS	FREIGHT			PASSENGER				
	Loads	Empty	Total	Coaches	Sleepers	Diners	Other	Total
Short Line and Terminal	183,439	91,184	274,623	249,265	4,262	.....	63,849	317,376
Hutchinson Branch	130,957	40,481	171,438	90,354	576	.....	23,806	114,736
Superior	7,727,948	2,818,699	10,546,647	514,713	348,401	100,110	277,013	1,240,237
Mesabi	25,525,763	14,720,645	40,246,408	682,045	207,644	.....	298,585	1,188,274
Fergus Falls Main Line	8,929,416	3,259,192	11,988,608	1,269,723	884,870	147,382	1,176,621	3,478,596
Osseo Line	259,999	149,330	409,329	395,745	306,015	78,702	388,871	1,169,333
St. Cloud & Willmar	1,883,100	610,477	2,493,577	78,217	.....	.....	39,260	117,477
Elk River & Hinckley	2,958,848	971,375	3,930,223	134,239	42,148	72	85,105	261,564
Eagle Bend Branch	2,129,840	1,331,212	3,461,052	228,791	697	.....	146,367	375,855
Pelican Rapids Branch	37,696	10,162	47,858	26,894	.....	.....	44	26,938
St. Vincent Line	2,670,984	1,135,165	3,806,149	586,479	390,878	1,064	532,312	1,510,733
Fosston Line	7,824,808	2,288,577	10,113,385	398,295	157,832	107	194,012	750,246
Halstad Branch, Minn	1,329,794	366,058	1,695,852	207,218	30,815	.....	168,540	406,573
St. Hilaire Branch	203,833	99,770	303,603	89,894	140	.....	47,741	137,775
Willmar Main Line	23,922,347	6,262,568	30,184,915	1,470,235	711,329	151,669	1,208,729	3,541,962
Benson Line, Minn	410,964	123,632	534,596	85,082	47	.....	30,973	116,102
Browns Valley Branch	169,075	47,014	216,089	81,606	94	.....	30,169	111,869
Sioux City Main Line	4,612,327	1,301,510	5,913,837	382,725	90,980	.....	195,303	669,008
Breckenridge Main Line	43,327	11,689	55,016	1,432	767	370	1,191	3,760
Tintah Branch	149,962	51,551	201,513	21,937	2,805	1,320	6,739	32,801
Aberdeen & Ellendale Branch, Minn	76,936	24,988	101,924	25,350	8,768	.....	9,133	43,251
Dakota Main Line, Minn	1,786,842	407,765	2,194,607	121,553	67,729	17,908	87,631	294,821
Barnesville to Grand Forks, Minn	207,873	63,757	271,627	71,320	54,266	17,959	64,538	208,083
	92,976,075	36,186,801	129 162,876	7,213,112	3,311,063	516,663	5,076,532	16,117,370

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Documents' Number G.

TABLE NO 3

GREAT NORTHERN

Ten Miles, Year Ending June 30, 1908, by

	Tennessee		Knox Division		St. Clair and Bessemer Pass Division					Nor	
	Black Lick Terminal	Blackburn Branch "L"	Superior Division	Rhodes Division	[illegible]	Ohio River	St. Clair and Hillsboro Line	Elk River and Huntsville	Eagle Pond Branch "L"	Pelham Rap. Branch "L"	St. Vincent
July, 1907	198,000	84,000	12,000,000	9,000,000	10,000,000	72,000	2,000,000	5,000,000	6,771,520	46,533	3,102,314
August	196,000	85,000	12,000,000	10,000,000	9,000,000	80,000	2,000,000	5,000,000	5,135,628	33,000	2,536,175
September	207,330	110,000	12,000,000	10,000,000	8,000,000	100,000	3,000,000	6,000,000	3,000,000	33,000	3,002,164
October	200,000	200,000	20,000,000	10,000,000	10,000,000	100,000	7,000,000	11,000,000	2,000,000	30,534	4,000,000
November	150,000	120,000	20,000,000	9,000,000	10,000,000	100,000	6,000,000	12,000,000	1,000,000	35,000	4,077,426
December	133,710	115,000	16,000,000	8,000,000	10,000,000	87,000	5,000,000	8,000,000	1,000,000	46,730	5,610,376
Sup. adjustment			[illegible]								
January, 1909	305,529	120,000	9,000,000	11,000,000	10,000,000	100,000	5,000,000	2,000,000	000,000	44,000	3,004,620
February	407,000	95,000	10,000,000	11,000,000	10,000,000	60,000	2,000,000	3,000,000	1,000,000	37,437	3,005,363
March	191,000	117,000	10,000,000	10,000,000	10,000,000	70,000	2,000,000	3,000,000	1,000,000	45,000	4,004,161
April	122,430	60,000	9,000,000	11,000,000	10,000,000	70,000	1,000,000	2,000,000	2,000,000	39,191	2,002,579
May	170,000	75,000	10,000,000	10,000,000	8,000,000	60,000	1,000,000	1,000,000	3,111,514	41,193	2,007,764
June	154,000	70,000	9,000,000	8,000,000	8,000,000	60,000	1,000,000	1,000,000	2,677,911	31,300	2,000,000
Adjustment			60,000	[illegible]	[illegible]		2,000	*110,000	*53,000		*150,000
	2,615,701	1,200,000	160,000,000	100,000,000	[illegible]	1,000,000	42,000,000	68,000,000	33,000,000	495,991	41,005,279

*Deduct.

EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO 2-B.

NORTHERN RAILWAY

ne 30, 1908, by Divisions, State of Minnesota.

Northern Division				Willmar and Sioux Falls Division				Breckenridge Division		Dakota Division		
St. Vincent	Fosston	Halstad Branch "L"	St. Hilaire Branch "L"	Main Line	Benson Line "L"	Browns Val'y Branch "L"	Sioux City Main	Tintah "L"	Aberdeen and Ellendale	Main	Barnesville and Grand Forks line	Total Minnesota
3,182,314	18,301,867	934,994	269,481	45,016,824	862,020	236,654	6,345,436	84,672	143,079	3,283,926	371,907	211,756,526
2,516,175	18,204,113	955,868	103,748	38,215,328	749,454	234,361	9,985,766	97,845	145,435	3,639,049	297,848	279,114,375
3,093,164	15,331,621	1,071,694	147,498	43,204,502	1,120,272	373,488	9,784,964	69,202	272,584	3,539,231	314,713	275,099,732
4,260,928	27,646,012	1,240,763	219,563	58,110,280	1,422,120	543,265	12,534,372	113,094	308,006	5,515,295	502,494	341,324,866
4,077,426	28,104,815	984,530	188,627	58,379,457	1,116,259	349,729	7,987,223	161,245	231,457	6,127,129	627,640	267,112,737
5,610,376	18,929,139	1,490,012	281,832	51,532,980	777,506	264,127	7,418,794	112,253	115,938	4,868,259	396,908	163,290,383
.....	90,524	.....	.....	.....	.....	.....	.....	.....	.....	23,058	.....	*17,289,532
3,994,629	7,313,361	1,359,830	199,688	33,327,463	506,169	183,529	9,455,153	39,568	86,708	1,920,813	290589	98,456,513
3,035,263	7,949,123	990,130	130,157	26,291,229	455,536	135,992	8,070,874	57,987	70,093	1,977,257	212586	88,178,900
4,024,161	6,661,459	1,469,762	222,112	32,716,369	457,136	141,691	8,189,789	54,784	102,866	2,048,770	200193	99,178,625
3,582,879	6,119,725	1,328,728	159,785	33,039,975	451,756	127,267	8,320,862	76,659	88,259	1,565,271	175987	95,012,482
2,407,764	6,871,210	1,630,710	117,761	27,603,472	388,751	146,457	7,356,632	66,789	71,924	1,654,625	111185	106,346,140
2,360,200	6,125,339	1,374,685	142,962	26,754,223	425,661	131,675	6,282,606	92,901	75,828	1,523,753	159508	118,343,161
*150,000	*115,816	.....	*34,100	*1,173,012	.....	.....	40,134	.....	.....	*81,172	.....	*2,180,175
41,985,279	167,432,292	14,831,705	2,148,464	473,019,090	8,732,640	2,868,235	101,732,605	1,026,999	1,712,177	37,605,264	3,666648	2,123,744,733

DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 4.

GREAT NORTHERN RAILWAY—MINNESOTA.

Division of Operating Expenses year ending June 30th, 1908, into Freight and Passenger, Hillman.

		Great Northern		Hillman	
		Freight	Passenger	Freight	Passenger
		Great Northern		Hillman	
1.	MAINTENANCE OF WAY AND STRUCTURE.				
2.	Superintendence	$99,030.61	$71,704.24	$139,563.28	$31,171.57
3.	Ballast	24,958.75	16,890.87	34,038.97	7,810.65
4.	Ties	233,329.29	184,794.77	343,878.57	74,245.49
5.	Rails	115,164.40	75,519.36	158,945.60	31,738.16
6.	Other track material	171,627.95	106,447.67	231,791.60	46,284.02
7.	Roadway and track	833,374.47	571,646.42	1,158,310.15	246,710.74
8.	Removal of snow, ice and sand	12,066.85	8,898.97	12,784.96	8,180.86
9.	Bridges, trestles and culverts	111,826.56	99,995.17	180,059.77	31,761.96
10.	Over and under grade crossings	6,229.32	3,583.32	5,984.97	3,829.67
11.	Grade, crossings, fences, C. G. and S.	18,976.43	15,527.14	27,988.20	6,515.37
12.	Snow and sand fences and snowsheds	3,208.69	2,833.45	3,208.20	2,833.94
13.	Signals and interlocking plants	9,569.64	4,391.12	8,513.27	5,447.49
14.	Telegraph and telephone lines	9,519.36	7,157.34	13,522.14	3,154.56
15.	Buildings, fixtures and grounds	168,471.69	97,767.29	184,097.42	82,141.56
16.	Docks and wharves	.....	74.65	.....	74.65
17.	Roadway tools and supplies	15,020.40	11,892.20	21,999.08	4,913.52
18.	Work equipment—repairs	49,261.22	35,562.56	69,337.25	15,486.53
19. 20.	Work equipment—renewals / Work equipment—depreciation } (both)	15,565.69	11,742.39	22,322.36	4,985.72
21.	Injuries to persons	20,283.00	16,764.22	30,305.90	6,741.32
22.	Stationery and printing	3,158.76	2,326.73	4,483.99	1,001.50
23.	Insurance	12,549.02	8,296.60	16,589.76	4,255.86
24.	Other expenses	125.21	92.79	178.20	39.80
25.	Maintaining joint yards O. F.—Dr.	39,272.69	35,441.40	57,759.14	16,954.95
26.	Maintaining joint tracts yards O. F.—Cr.	*66,733.56	60,516.80	81,549.09	45,701.27
27.		.....	.....	.....	.....
	Total	$1,905,856.44	$1,328,855.87	$2,644,113.00	$560,678.02

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31.	Steam locomotives—repairs	421,842.52	225,727.89	421,842.52	225,727.89
32.	Steam locomotives—renewals				
33.	Steam locomotives—depreciation	187,185.15	112,159.68	187,185.13	112,159.68
34.	Passenger train cars—repairs		162,688.75		162,688.75
35.	Passenger train cars—renewals		2,262.18		2,262.18
36.	Passenger train cars—depreciation		79,484.53		79,484.53
37.	Freight train cars—repairs	623,743.43		623,743.43	
38.	Freight train cars—renewals	51,211.44			51,211.44
39.	Freight train cars—depreciation	641,435.61			641,435.61
40.	Shop machinery and tools	17,771.73	14,340.78	24,677.83	7,434.68
41.	Injuries to persons	5,579.99	4,537.80	7,877.36	2,240.43
42.	Stationery and printing	2,231.34	1,913.17	3,172.57	971.94
43.	Insurance	27,706.04	10,852.79	30,115.73	8,443.10
44.	Other expenses	14,729.39	12,767.74	21,138.03	6,359.10
45.	Maintaining joint equipments at terminals—Dr.	22,818.12	685.47	22,818.12	685.47
46.	Maintaining joint equipment at terminals—Cr.	*11,375.50	68.27	11,375.50	68.27
47.	Equipment loaned—Cr.	*4,465.42		4,465.42	
48.					
49.	Total	$2,034,122.76	$651,586.24	$2,063,904.63	$621,804.37
50	TRAFFIC EXPENSES.				
51	Superintendence	32,092.86	21,964.45	32,094.22	21,963.09
52.	Out side agencies	77,473.96	44,926.99	77,473.96	44,926.99
53.	Advertising	84.26	32,667.17	84.26	32,667.17
54.	Traffic association	2,371.44	292.25	2,371.44	292.25
55.	Industrial and immigration bureaus	1,899.09	10,807.95	1,677.93	11,029.11
56.	Stationery and printing	11,800.28	5,847.83	12,038.15	5,609.96
57.	Other expenses	5,589.51	23.50	5,589.51	23.50
58.					
	Total	$131,311.40	$116,530.14	$131,329.47	$116,512.07
59.	Superintendence	67,024.17	57,488.97	92,827.04	31,686.10
60.	Dispatching trains	34,948.68	28,439.48	33,657.21	29,730.95
61.	Station employees	436,409.76	202,944.83	515,655.91	123,698.68
62.	Weighing and car service associations	20,948.86		20,948.86	
63.	Station supplies and expenses	23,683.53	29,334.60	29,816.78	23,201.35
64.	Yardmasters and their clerks	57,128.13	2,926.97	57,225.63	2,829.47
65.	Yard conductors and their brakemen	223,620.36	9,631.57	223,620.36	9,631.57

* Deduct.

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DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 4.—*Cont.*

		Great Northern		Hillman	
		Freight	Passenger	Freight	Passenger
		Great Northern		Hillman	
66.	Yard switch and signal tenders	$30,827.75	$4,605.27	$30,752.56	$4,680.46
67.	Yard supplies and expenses	12,656.61	184.30	12,672.47	168.44
68.	Yard enginemen	122,810.85	6,751.01	122,810.85	6,751.01
69.	Engine house expenses—yard	32,885.15	4,628.67	32,874.50	4,639.32
70.	Fuel for yard locomotives	207,319.75	13,443.37	207,319.75	13,443.37
71.	Water for yard locomotives	7,063.39	493.28	7,091.61	465 06
72.	Lubricants for yard locomotives	3,029.74	343.86	3,051.84	321.76
73.	Other supplies for yard locomotives	3,532.76	317.64	3,554.41	295.99
74.	Operating joint yards and terminals—Dr. I	168,940.44	52,033.69	170,537.73	50,436.40
75.	Operating joint yards and terminals—Cr.	*16,233.60	61,445.08	18,523.84	59,154.84
76.	Road enginemen	369,407.14	212,198.91	369,407.14	212,198.91
77.	Engine house expense	90,887.78	52,766.10	90,605.18	53,048.70
78.	Fuel for road locomotives	1,021,890.36	388,134.41	1,020,824.40	389,200.37
79.	Water for road locomotives	23,269.90	14,977.88	27,769.03	10,478.75
80.	Lubricants for road locomotives	13,383.41	7,642.00	11,202.34	9,823.07
81.	Other supplies for road locomotives	18,354.88	9,264.13	17,443.91	10,175.10
82.	Road trainmen	403,841.63	191,911.98	403,841.63	191,911.98
83.	Train supplies and expenses	127,960.19	109,783.23	127,947.69	109,795.73
84.	Interlockers, block and signals—Oper.	14,709.04	14,491.78	13,524.71	15,676.11
85.	Crossing flagmen and gatemen	6,697.95	2,245.65	6,665.13	2,278.47
86.	Drawbridge operation	4.72	82	4.72	82
87.	Clearing wrecks	25,018.21	2,164.01	24,893.47	2,288.75
89.	Telegraph and telephone operation	27,989.81	19,516.08	36,123.43	11,382.46
90.	Stationery and printing	17,810.84	12,476.26	20,887.74	9,399.36
91.	Insurance	17,424.46	1,272.92	17,742.09	955.29
92.	Other expenses	5,108.15	4,971.74	5,920.67	4,159.22
93.	Loss and damage—freight	155,726.68	.....	155,726.68	.....
94.	Loss and damage—baggage	.....	1,227.16	.....	1,227.16
95.	Damage to property	27,520.91	12,839.51	27,713.09	12,647.33
96.	Damage to stock on right of way	7,649.64	5,522.51	7,324.28	5,847.87
97.	Injuries to persons	118,957.04	53,975.33	120,576.45	52,355.92
98.	Operating joint tracks—Dr.	4,443.67	6,563.28	4,443.67	6,563.28

99. Operating joint tracks—Cr.	*12,847.71	4,308.86	12,847.71	4,308.86
Total	$3,921,805.03	$1,471,759.26	$4,043,633.41	$1,349,930.88
100. GENERAL EXPENSES.				
101. Salaries and expenses of general officers	26,809.43	22,937.45	37,927.69	11,819.19
102. Salaries and expenses of clerks and attendants	70,204.69	42,798.11	86,890.39	26,112.41
103. General office superintendant and expenses	3,924.72	3,115.21	5,337.65	1,702.28
104. Law expenses	31,654.61	21,794.02	40,405.51	13,043.12
105. Insurance	31.35	16.06	36.43	10.98
106. Pensions	130.41	93.99	172.41	51.99
107. Stationery and printing	8,275.80	6,418.90	11,339.14	3,355.56
108. Other expenses	5,106.91	5,037.90	7,837.47	2,307.34
109. General administration joint track yards and terminals—Dr.	2,124.90	996.50	2,124.90	996.50
110. General administration joint track yards and terminals—Cr.	*2.84	1,860.90	2.84	1,860.90
111.				
Total	$148,259.98	$101,347.24	$192,068.75	$57,538.47
112. Total operating expenses	$8,141,355.61	$3,670,058.75	$9,075,049.95	$2,736,364.41

Shown for comparison, only.

* Deduct.

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DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 5.

GREAT NORTHERN RAILWAY SYSTEM.

OCTOBER 1907 AND APRIL 1908.

Freight Movement—Tons and Ton Miles—Through, Local and All Trains—Carloads, Less than Carloads and Total.

	Ton Miles						Tons					
	Through Trains		Local Trains		All Trains		Through Trains		Local Trains		All Trains	
	Inter	Intra	Inter	Intra	Inter	Intra	Inter	Intra	Inter	Intra	Inter	Intra
Car Loads	339,650,422	13,954,928	33,731,795	14,471,214	373,382,217	28,426,142	2,435,070	111,347	684,884	249,451	2,536,462	259,127
Less than Car Loads	8,649,354	1,958,319	1,048,421	470,797	9,697,775	2,429,117	39,832	14,200	38,737	26,330	48,664	28,508
Total	348,299,776	15,913,247	34,780,216	14,942,011	383,079,992	30,855,259	2,474,892	125,547	723,621	275,781	2,585,126	287,635

TABLE NO. 6.

GREAT NORTHERN RAILWAY.

Statement showing process of determining, by use of the "Branch Line" factor,

A.—Through Local Tonnage Movement.
B.—Tonnage and Cost of Train Movements.
C.—Determining Cost of Through and Local.
D.—Determining Cost of Inter and Intra.

A. From examination of train records on which ton miles, each train, are shown, we have the following figures, all divisions in Minnesota, Months October 1907 and April 1908.

	Through	Local
Ton Miles	379,052,221	75,195,685
" "	83.446%	16.554%

B. From Tonnage Statement Table No. 3-B, taken from Great Northern records, and from the detailed operating expense sheet Great Northern records, we have:

Division	Local Service only		Through and Local Service	
	Ton Miles	Cost of Train Service	Ton Miles	Cost of Train Service
Hutchinson Branch	1,292,067	$7,100.42		
Terminal Division			2,635,761	$17,838.91
Superior Division			169,274,362	147,166.78
Messabe Division			807,701,746	521,366.57
Fergus Falls Main			144,030,215	211,976.92
Osseo Line			1,552,269	16,524.25
St. Cloud & Willmar Line			42,276,470	40,764.78
Elk River-Hinckley			64,556,184	64,170.30
Eagle Bend Branch	33,168,269	71,487.98		
Pelican Rapids Branch	495,991	6,354.98		
St. Vincent			41,985,279	79,849.68
Fosston			167,432,292	156,906.72
Halstad	14,831,706	28,944.09		
St. Hilaire	2,148,464	15,407.78		
Willmar Main Line			473,019,090	486,196.08
Benson Line	8,732,640	14,420.16		
Browns Valley	2,868,235	8,744.42		
Sioux City Main			101,732,605	134,963.75
Tintah Branch	1,026,999	6,498.30		
Breckenridge Main				1,678.30
Aberdeen & Ellendale			1,712,177	3,241.76
Dakota Main Line			37,605,264	36,879.61
Barnesville & Grand Forks			3,666,648	8,512.81
Total	64,564,371	$158,958.13	2,059,180,362	$1,910,037.22

Cost per Ton-Mile on Branches having Local Service only is 2.46201 mills, reflecting Highest cost of local train service.

TABLE NO. 6.—*Cont.*

C. Determining cost of Through and Local on above basis, train movements:

	Ton Miles	Cost
Total Ton Miles (Division B)	2,123,744,733	$2,068,995.35
of which 16.544% (Division A) is local	351,564,703	.....
Cost of Local 351,564,703 ton miles at train cost 2.46201 mills	.....	865,555.81
Balance, Through	17,721,180,030	$1,203,439.54
Cost per ton miles, Through	.67907 mills	
" " " Local	2.46201 mills	

2.46201 divided by .67907 equals 3.625, or, it costs 3.625 times as much to do Local as Through train service movements.

D. Determining Relative Cost Inter and Intra on above basis:

TABLE NO. 5	Ton Miles	Equated Figures
Intra on local trains	14,942,011×3.625	54,164,790
Intra on through trains	15,913,247×1.	15,913,247
Intra on all trains	30,855,258×2.271	70,078,037
Inter on local trains	34,780,216×3.625	126,078,283
Inter on through trains	348,299,776×1.	348,299,776
Inter on all trains	383,079,992×1.238	474,378,059

2.271 divided by 1.238 equals 1.8344, or, it costs 1.8344 times as much for intra as for inter-train movement items—or 83.44% more. Also please note that the Equated Figures show 12.872% of cost train movements to be intra and 87.128% inter.

TABLE NO. 7.

GREAT NORTHERN RAILWAY

Division of Freight Operating Expenses, Inter and Intra, Year Ending June 30, 1908.

		Total	Inter	Intra
1.	MAINTENANCE OF WAY AND STRUCTURES:			
2.	Superintendence	$130,563.28	$128,876.92	$10,686.36
3.	Ballast	34,038.97	31,440.57	2,598.40
4.	Ties	343,878.57	317,628.25	26,250.32
5.	Rails	158,945.60	146,811.69	12,133.91
6.	Other track material	231,791.60	214,096.62	17,694.98
7.	Roadway and track	1,158,310.15	1,069,884.75	88,425.40
8.	Removal of snow, ice and sand	12,784.96	11,808.95	976.01
10.	Bridges, trestles and culverts	180,059.77	166,314.00	13,745.77
11.	Over and under grade crossings	5,984.97	5,538.86	446.11
12.	Grade crossings, fences G. G. and signs	27,988.20	25,851.58	2,136.62
13.	Snow and sand fences and snow sheds	3,208.20	2,969.06	239.14
14.	Signals and interlocking plants	8,513.27	7,863.36	649.91
15.	Telegraph and telephone lines	13,522.14	11,975.75	1,546.39
16.	Buildings, fixtures and grounds	184,067.42	161,344.82	22,722.60
18.	Roadway tools and supplies	21,990.08	20,914.00	1,076.08
19.	Work equipment—repairs	49,337.25	44,328.20	5,009.05
20.	Work equipment—renewals	22,322.36	20,613.14	1,709.22
21.	Work equipment—depreciation			
22.	Injuries to persons	30,305.00	27,995.38	2,309.62
23.	Stationery and printing	3,178.00	3,170.00	8.00
24.	Insurance	16,088.76	14,570.00	1,518.76
25.	Other expenses	87.75	101.50	13.75
26.	Maintaining joint tracks, yards and H. F. Dr.	27,750.11	26,130.80	1,619.31
27.		28,470.00	27,135.00	1,335.00
30.	Total	$3,011,113.60	$2,705,007.38	$311,110.31

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39.	MAINTENANCE OF EQUIPMENT:			
40.				
41.				
42.				
43.				
44.				
45.				
46.				
47.				
48.				
49.				
50.				
51.				
52.				
53.		$2,066,804.60	$1,882,175.80	$181,781.05
54.	Total			
55.	TRAFFIC EXPENSES:			
56.		$99,804.22	$20,701.01	$2,092.31 *
57.		77,475.05	71,699.05	5,774.91
58.		84.26	77.07	6.20
59.		2,371.44	2,194.67	176.77
60.		1,677.03	1,552.85	125.08
61.		12,038.15	11,140.82	897.33
62.		5,589.51	5,173.80	416.65
63.		$181,529.47	$121,540.13	$9,789.34
64.	Total			
65.	TRANSPORTATION EXPENSES:			
66.		$92,827.04	$76,868.22	$15,958.82
67.		33,657.21	31,148.41 *	2,508.80
68.		515,655.01	279,615.71	236,040.20
69.		20,948.86	18,853.97	2,094.89
70.		29,816.78	16,167.55	13,649.23
71.		57,225.63	49,360.54	7,865.09
72.		223,620.36	192,885.98	30,734.38
73.		30,752.56	26,525.93	4,226.63
74.				

*Deduct.

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DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 7.—*Cont.*

	Total	Inter	Intra
75. Yard supplies and expenses	$12,672.47	$10,930.77	$1,741.70
76. Yard enginemen	122,810.85	105,931.73	16,879.12
77. Engine house expenses—yard	32,874.50	28,350.23	4,518.27
78. Fuel for yard locomotives	207,319.75	178,825.73	28,494.02
79. Water for yard locomotives	7,091.61	6,116.94	974.67
80. Lubricants for yard locomotives	3,051.84	2,632.40	419.44
81. Other supplies for yard locomotives	3,554.41	3,065.90	488.51
82. Operating joint yards and terminals—Dr.	170,537.73	147,099.03	23,438.70
83. Operating joint yards and terminals—Cr.	*18,523.84	*15,977.93	*2,545.91
84. Road enginemen	369,408.14	321,857.02	47,550.12
85. Engine house expenses—road	90,605.18	78,942.48	11,662.70
86. Fuel for road locomotives	1,020,824.40	889,423.88	131,400.52
87. Water for road locomotives	27,769.03	24,194.60	3,574.43
88. Lubricants for road locomotives	11,202.34	9,760.37	1,441.97
89. Other supplies for road locomotives	17,443.91	15,198.52	2,245.39
90. Road trainmen	403,841.63	351,859.13	51,982.50
91 Train supplies and expenses	127,947.69	111,478.26	16,469.43
92. Interlockers, block and other signals—operation	13,524.71	11,653.96	1,770.75
93. Crossing, flagmen and gatemen	6,665.13	5,792.49	872.64
94. Drawbridge operation	4.72	4.11	.61
95. Clearing wrecks	24,893.47	23,037.91	1,855.56
96. Telegraph and telephone operation	36,123.43	29,019.96	7,103.47
98. Stationery and printing	20,887.74	17,296.72	3,591.02
99. Insurance	17,742.09	14,691.87	3,050.22
100. Other expenses	5,920.67	4,902.79	1,017.88
101. Loss and damage—Freight	155,726.68	144,118.82	11,607.86
103. Damage to property	27,713.09	25,647.36	2,065.73
104. Damage to stock on right of way	7,324.28	6,778.33	545.95
105. Injuries to persons	120,576.45	111,588.69	8,987.76
106. Operating joint tracks—Dr.	4,443.67	3,861.88	581.79
107. Operating joint tracks—Cr.	*12,847.71	*11,165.60	*1,682.11
109. Total	$4,043,633.41	$3,348,450.66	$695,182.75

110. GENERAL EXPENSES:			
111. Salaries and expenses of general officers	37,927.69		
112. Salaries and expenses of clerks and attendants	86,890.39		
113. General office supplies and expenses	5,337.65		
114. Law expenses	40,405.51		
115. Insurance	36.43		
115½. Pension department expenses	172.41		
116. Stationery and printing	11,339.14		
117. Other expenses	7,837.47		
118. General administration joint T. Y. and T.—Dr.	2,124.90		
119. General administration joint T. Y. and T.—Cr.	*2.84		
	$192,068.75	$168,330.98	$23,737.77
121. Total	9,075,049.95	7,953,492.45	1,121,557.50
122. Total operating expenses			

*Deduct.

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TABLE NO. 8.

GREAT NORTHERN RAILWAY

Division of Passenger Expenses, Inter and Intra, Year Ending June 30, 1908.

		Total	Inter	Intra
1.	MAINTENANCE OF WAY AND STRUCTURES:			
2.	Superintendence	$31,171.57	$15,953.29	$15,218.28
3.	Ballast	7,810.65	4,042.66	3,767.99
4.	Ties	74,245.49	38,327.65	35,917.84
5.	Rails	31,738.16	15,860.82	15,777.34
6.	Other track material	46,284.02	23,275.81	23,008.21
7.	Road and track	246,710.74	125,814.22	120,896.52
8.	Removal of snow, sand and ice	8,180.86	4,096.97	4,083.89
10.	Bridges, trestles and culverts	31,761.96	16,391.29	15,370.67
11.	Over and under grade crossings	3,829.67	1,917.89	1,911.78
12.	Grade crossings, fences, C. G. and S.	6,515.37	3,372.37	3,143.00
13.	Snow and sand fences and snow sheds	2,833.94	1,419.23	1,414.71
14.	Signals and interlocking plants	5,447.49	2,728.10	2,719.39
15.	Telegraph and telephone lines	3,154.56	1,579.80	1,574.76
16.	Buildings, fixtures and grounds	82,141.56	42,647.89	39,493.67
17.	Docks and wharves	74.65	38.75	35.90
18.	Roadway tools and supplies	4,913.52	2,514.68	2,398.84
19.	Work equipment—repairs	15,486.53	7,925.85	7,560.68
20.	Work equipment—renewals			
21.	Work equipment—depreciation	4,985.72	2,551.64	2,434.08
22.	Injuries to persons	6,741.22	3,376.05	3,365.27
23.	Stationery and printing	1,001.50	512.55	488.95
24.	Insurance	4,255.86	2,178.10	2,077.76
25.	Other expenses	39.80	20.36	19.44
26.	Maintaining joint yards, tracks and O. F.—Dr.	16,954.95	8,491.03	8,463.92
27.	Maintaining joint tracks, yards and O. F.—Cr.	*45,701.27	*22,887.19	*22,814.08
28.	Total	$590,678.62	$302,249.81	$288,328.81

30.	MAINTENANCE OF EQUIPMENT:			
31.	Superintendence	$13,414.89	$6,683.17	$6,731.72
32.	Steam locomotives—repairs	225,727.89	111,959.60	113,768.29
34.	Steam locomotives—depreciation	112,159.68	55,629.89	56,529.79
35.	Passenger train cars—repairs	162,688.75	81,474.53	81,214.22
36.	Passenger train cars—renewals	2,262.18	1,132.90	1,129.28
37.	Passenger train cars—depreciation	79,484.53	39,805.85	39,678.68
44.	Shop machinery and tools	7,434.68	3,805.07	3,629.61
45.	Injuries to persons	2,240.43	1,116.16	1,124.27
46.	Stationery and printing	971.94	484.21	487.73
47.	Insurance	8,443.10	4,206.27	4,236.83
48.	Other expenses	6,359.10	3,168.04	3,191.06
49.	Maintaining joint equipment at terminals—Dr.	685.47	343.26	342.21
51.	Maintaining joint equipment at terminals—Cr.	*68.27	*34.19	*34.08
54.	Total	$621,804.37	$309,774.76	$312,029.61
55.	TRAFFIC EXPENSES:			
56.	Superintendence	$21,963.09	$11,403.41	$10,559.68
57.	Outside agencies	44,926.99	23,326.08	21,600.91
58.	Advertising	32,667.17	16,960.79	15,706.38
59.	Traffic associations	292.25	151.73	140.52
60.	Industrial and immigration bureaus	11,029.11	5,726.31	5,302.80
61.	Stationery and printing	5,609.96	2,912.69	2,697.27
63.	Other expenses	23.50	12.20	11.30
65.	Total	$116,512.07	$60,493.21	$56,018.86
66.	TRANSPORTATION EXPENSES:			
67.	Superintendence	$31,686.10	$14,586.37	$17,099.73
68.	Dispatching trains	29,730.95	14,889.25	14,841.70
69.	Station employees	123,698.68	26,768.40	96,930.28
71.	Station supplies and expenses	23,201.35	6,565.98	16,635.37
72.	Yard masters and their clerks	2,829.47	612.30	2,217.17
73.	Yard conductors and brakemen	9,631.57	2,084.27	7,547.30
74.	Yard switch and signal tenders	4,680.46	1,012.85	3,667.61
75.	Yard supplies and expenses	168.44	36.45	131.99
76.	Yard enginemen	6,751.01	1,460.09	5,290.92

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DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 8.—*Cont.*

		Total	Inter	Intra
77.	Engine house expenses—yard	$4,639.32	$1,003.95	$3,635.37
78.	Fuel for yard locomotives	13,443.37	2,909.15	10,534.22
79.	Water for yard locomotives	465.06	98.69	366.37
80.	Lubricants for yard locomotives	321.76	69.62	252.14
81.	Other supplies for yard locomotives	295.99	64.05	231.94
82.	Operating joint yards and terminals—Dr	50,436.40	10,914.44	39,521.96
83.	Operating joint yards and terminals—Cr	*59,154.84	*12,801.11	*46,353.73
84.	Road enginemen	212,198.91	106,269.21	105,929.70
85.	Engine house expenses—road	53,048.70	26,566.78	26,481.92
86.	Fuel for road locomotives	389,200.37	194,911.54	194,288.83
87.	Water for road locomotives	10,478.75	5,247.75	5,231.00
88.	Lubricants for road locomotives	9,823.07	4,919.39	4,903.68
89.	Other supplies for road locomotives	10,175.10	5,095.69	5,079.41
90.	Road trainmen	191,911.98	96,109.51	95,802.47
91.	Train supplies and expenses	109,795.73	54,985.70	54,810.03
92.	Interlockers, block and other signals—operation	15,676.11	7,850.59	7,825.52
93.	Crossing flagmen and gatemen	2,278.47	1,141.05	1,137.42
94.	Drawbridge operation	.82	.41	.41
95.	Clearing wrecks	2,288.75	1,146.20	1,142.55
96.	Telegraph and telephone—operation	11,382.46	3,742.00	7,640.46
98.	Stationery and printing	9,399.36	4,326.90	5,072.46
99.	Insurance	955.29	439.75	515.54
100.	Other expenses	4,159.22	1,914.66	2,244.56
102.	Loss and damage—Baggage	1,227.16	614.56	612.60
103.	Damage to preperty	12,647.33	6,333.78	6,313.55
104.	Damage to stock on right of way	5,847.87	2,928.61	2,919.26
105.	Injuries to persons	52,355.92	26,219.84	26,136.08
106.	Operating joint tracks—Dr	6,563.28	1,420.30	5,142.98
107.	Operating joint tracks—Cr	*4,308.86	*932.43	*3,376.43
109.	Total	$1,349,930.88	$621,526.54	$728,404.34
110.	GENERAL EXPENSES:			
111.	Salaries and expenses for general officers	$11,819.19		
112.	Salaries and expenses of clerks and attendants	26,112.41		
113.	General office supplies and expenses	1,702.28		
		13,943.12	48.306%	51.694%

	General office supplies and expenses	13,043.12	48.306%	51.694%
113.	Law expenses	10.98		
115.	Insurance	51.99		
115½.	Pensions	3,355.56		
116.	Stationery and printing	2,307.34		
117.	Other expenses	996.50		
118.	General administration joint T. Y. and T.—Dr.	*1,860.90		
119.	General administration joint T. Y. and T.—Cr.			
	Total	$57,538.47	$27,794.53	$29,743.94
	Total operating expenses	$2,736,364.41	$1,321,838.85	$1,414,525.56

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DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont*

TABLE NO. 9.

GREAT NORTHERN RAILWAY.

Comparative Statement of Passenger Traffic, Years ending June 30, 1906 and June 30, 1908.

Taken from Great Northern Railway Records (including Willmar & Sioux Falls Ry.)

	First Class Passenger Miles	Second Class Passenger Miles	Mileage Books Passenger Miles	Round trip Tickets Passenger Miles	Excursions Passenger Miles	Commutation Passenger Miles	Total Passenger Miles	Of which total there was reported Intra State Passenger Miles	Intra State from Tilton's Exhibits 38 and 39 showing corrected figures Passenger Miles
3c Rate was in effect during year ending June 30, 1906 per cent of total traffic.	84,975,413 54.44	16,514,213 10.58	13,557,169 8.68	6,711,242 4.30	30,906,577 19.80	3,430,094 2.20	156,094,708 100	82,945,846 53.14	*77,913,478 49.92
2c Rate was in effect during ending June 30, 1908 year Per cent of total traffic.	152,683,104 82.80	10,171,413 5.52	5,240,670 2.84	7,097,090 3.85	6,075,521 3.30	3,127,711 1.69	184,395,509 100	103,779,414 56.28	92,053,657 49.92

* Not reported, but figured on same basis as 1908.

DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 10.

GREAT NORTHERN RAILWAY.

Showing Losses due to Reductions under Prescribed Rates.

A. On Class Rates (Commission's order) rates already in effect in Railroad Reports of Earnings.

B. On Commodity Rates (Legislative action) rates not in effect in Railroad Reports of Earnings.

A. Total of Way-Bills examined..... $243,487.88
Losses..... $41,010.57=16.85%

Note that the rates on which the above losses accrued were in effect all year, and that the losses are already included in the earnings as reported by the Railway Company. If these had been changed at the old rate the receipts would have been $284,497.45.

B. Total of Way-Bills examined..... $268,173.11
Losses..... $23,656.13=8.821%

Total of A. & B. examined..... $511,660.99

Note that for the purpose of determining the amount to be deducted from earnings reported by the Railway Company only the "B" loss of $23,656.13 is to be considered, which amounts to 4.6234% of the business examined.

To find the deduction for the year, we multiply the total intra receipts freight by 4.6234, giving for yearly loss, $129,852.53.

(N. B. Loss potential and actual both rates would be 10.684%.)

TABLE NO. 11.

GREAT NORTHERN RAILWAY.

Freight.

Year ending June 30th, 1908.

A. Earnings and Operating Expenses.

B. Income Account—Items dependent on operation.

	Intra	Inter	Total
A.			
Ton miles (Table 5 shows 7.484% intra)	158,303,933	1,965,440,800	2,123,744,733
Freight revenue at 1.7493%	$2,769,210.50	$12,889,450.57	$15,658,661.07
Switching on tons carloads 9.27% intra	15,156.28	148,341.93	163,498.21
Switching Minneapolis and Western intra	4,395.80	43,023.92	47,419.72
Special service train, Allocated Ry. Co	6,366.70	1,163.81	7,530.51
Other transportation revenue Allocated Ry. Co	7,115.71	6,765.01	13,880.72
Storage freight on l. c. l.% Table No. 36.9	373.74	637.48	1,011.22
Car service on equated tons 13.744%	4,199.09	26,353.12	30,552.21
Telegraph service on tons 10%	64.76	582.83	647.59
Rentals, buildings and other property on expense 12.359% intra	635.17	4,504.18	5,139.35
Miscellaneous—			
Transportation revenue on expenses 12.359% intra	1,076.27	7,632.14	8,708.41
Totals	$2,808,594.02	$13,128,454.99	$15,937,049.01
Less losses accruing on intra 4.6234% of total	129,852.53	.....	129,852.53
Net earnings, losses out	$2,678,741.49	.....	$15,807,196.48
	41.81%	60.58%	57.41%
Operating expenses table	1,121,557.50	7,953,492.45	9,075,049.95
Net earnings	$1,557,183.99	$5,174,962.54	$6,732,146.53
Less taxes 4%	107,149.66	525,138.19	632,287.85
Net above taxes and expenses	$1,450,034.33	$4,649,824.35	$6,099,858.68
B. CREDITS TO INCOME:			
Rent from leases of road property... Pages 39 and 69, annual report to State.	$3,942.55	$26,169.60	$30,112.15
Rents on basis of expenses same acct. 13.0927% from joint facilities frt. pro	28,598.02	189,829.21	218,427.23
Pages 39 and 69, annual report to State.			
Miscellaneous rentals frt. % of Minn. %	3,860.63	27,376.81	31,237.44

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DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE NO. 11.—*Cont.*

	Intra	Inter	Total
Pages 39 and 71, annual report to State.			
Expenses basis 12.359% intra.....	.....	.....	.....
Totals.....	$36,401.20	$243,375.62	$279,776.82
DEBIT TO INCOME:			
Rentals facilities on basis of expenses, this out 12.359% intra.....	3,560.77	25,250.38	28,811.15
Net income allied to operation.....	$32,840.43	$218,125.24	$250,965.67
Less taxes 4%.....	1,456.04	9,735.02	11,191.06
Net over taxes.....	$31,384.39	$208,390.22	$239,774.61

Total Income freight.

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TABLE NO. 12.

GREAT NORTHERN RAILWAY.

PASSENGER.

A. Earnings, Operating Expenses.
B. Income Account for Items Dependent on Operation.

	Inter	Intra	Total
A. Passenger revenue, Ward's Exhibit 53	$1,890,105.43	$1,750,522.02	$3,640,627.45
Excess baggage report to State, pages 45 and 45-a	23,351.92	21,624.81	44,976.73
Mail revenue report to State, pages 45 and 45-a	185,784.91	198,815.14	384,600.05
Divide Inter and Intra on expenses 51.694% Intra.			
Express revenue report to State, pages 45 and 45-a	115,064.27	121,177.39	236,241.66
Other passenger revenue report to State, 45	.....	100.35	100.35
Station and train privileges page 45, report to State	3,470.26	3,713.64	7,183.90
Divide Inter and Intra on expense basis 51.694% Intra.			
Parcel room receipts report State, page 45	2,585.14	9,361.01	11,946.15
Divide on No. of passengers 78.36% Intra.			
Baggage storage page 45 annual report to State	9,285.33	.....	9,285.33
All allowed to Inter in default of other basis.			
Telegraph page 45, Martin's Exhibit 49 Passenger per cent	85.42	91.42	176.84
Intra on expense basis Intra 51.694%.			
Rents buildings and other property same as above item	1,797.27	1,923.31	1,403.43
Miscellaneous earnings same as above item			2,317.15
Total Passenger Earnings	$2,231,529.95	$2,107,329.09	$4,338,859.04
Passenger expenses as per Table No.	1,321,838.85	1,414,525.56	2,736,364.41
Net Passenger Receipts operations	$909,691.10	$692,803.53	$1,602,494.63
Less taxes, 4%	89,261.20	84,293.16	173,554.36
Net Passenger over Operating and Taxes	$820,429.90	$608,510.37	$1,428,940.27

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B. Credits to Income		Minnesota		
		Inter	Intra	Total
Net from parlor, chair, dining, etc., cars and hotels, pages 39 and 67 annual report to State; Minn. per cent same as Minnesota per cent of expenses on 32.93%		$53,089.19	$56,812.68	$109,901.87
Joint facilities pages 39 and 69 annual report, $284,288.30; passenger per cent on expenses 23.167%=65,861.07 + St. Paul Union Depot 770.00. Divided Inter and Intra on expenses basis 51.694% Intra.		32,186.81	34,444.26	66,631.07
Miscellaneous rentals common to line, $89,101.68; Minn. per cent 32.93. Inter and Intra on expenses 51.694% Intra.	$29,341.19	4,531.87	4,886.97	9,418.84
" direct Minn. passenger per cent 23.167	11,315.09			
Pages 39 and 71 annual report	$40,656.28			
Passenger per cent 23.167 Inter and Intra on expenses.		$89,807.87	$96,143.91	$185,951.78
Total Credits				
Debits to Income				
Rentals joint facilities G. N. Exhibit 48 Martin	$56,847.35	$13,543.17	$14,493.03	$28,036.20
Correcting where train mileage is used to expenses basis gives a charge to 2.86 less to passenger per cent	28,036.20			
or 51.694 Freight	$28,811.15			
		$76,264.70	$81,650.88	$157,915.58
Net income closely allied to operating expenses		3,592.31	3,845.76	7,438.07
Taxes 4%				
		$72,672.39	$77,805.12	$150,477.51
Total A and B—Net Applicable from Passenger Earnings and Income dependent on operation		$893,102.29	$686,315.49	$1,579,417.78

DEFENDANTS' EXHIBIT G. HILLMAN.—*Cont.*

TABLE 13.

Miscellaneous Income and Total Intra and Inter Income.

CREDIT TO INCOME	What Line	Minnesota	Intra Per Cent	Inter Per Cent
Credit, Page 39 annual report to state		46.22%	27.52 of Minn.	72.48 of Minn.
Dividend declared on stock owned	$4,353,809.22			
Less interest on "Burlington" bonds	4,304,520.00			
Net dividends	$49,289.22			
Interest on funded debt owned	125,435.00			
Interest on other securities, loans, etc	2,176,474.41			
Balances (interest on)	18,085.13			
Total credits	$2,369,283.76			
DEBITS TO INCOME:				
Page 41 annual report to state				
Rent accrued for lease of road page 73 is in nature, as funds St. P. M. & M. goes, of dividends and interest and is omitted				
Other items on this page	$20,000.00			
Separately operated property	154,097.76			
Interest on subscriptions to stock	2,038,427.17			
Total debit to income	$2,212,524.93			
Net credit to income	$156,758.83	$72,453.03	$19,939.32	$52,514.01
Net earnings basis				

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SUMMARY

	Minnesota	Intra per Cent	Inter per Cent
Miscellaneous Income	[illegible]	[illegible]	[illegible]
Passenger table	[illegible]	[illegible]	[illegible]
Freight table	[illegible]	[illegible]	[illegible]
Total	$7,001,805.00	$2,187,073.53	$5,808,881.47

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DEFENDANTS' EXHIBIT K-1. HILLMAN.

Memorandum of Cost of Road and Equipment of the Great Northern Railway Company. First Period, St. Paul & Pacific R. R. Co.

1ST PERIOD, TABLE 1.

Cost, St. Paul & Pacific R. R. Co. 1st Division.		Road	Equipment, etc.	
Annual report to railroad commission,	1872	$10,740,274.36	$399,649.93	
Additions " " "	1873	.....	92,143.34	
" " " "	1874	24,480.37	11,955.70	$503,748.97
			$586,634.68	New estimate of equipment.
" " " "	1875	18,795.54	2,908.92	
" " " "	1876	14,733.20	18,826.59	
" " " "	1877	10,429.55	.....	
" " " "	1878	30,734.20	143,793.40	
" " " "	1879	36,052.20	167,827.52	$919,991.11
			$923,158.06	New estimate of equipment.
Total, 1st division		$10,875,499.42	$923,158.06	

Cost of St. Paul & Pacific R. R. Co. branch lines.		Road	Equipment
Annual report to railroad commission,	1872	$3,757,823.73	$180,617.48
Additions " " "	1873	.....	5,161.91
" " " "	1874	51,224.56	$202,022.39
" " " "	1875	81,015.80	667.06
" " " "	1876	20,931.75	9,129.26
" " " "	1877	26,809.93	400.00
" " " "	1878	14,602.66	3,013.85
" " " "	1879	Nothing spent.	
Total branch lines		$3,952,408.43	$216,132.56
Total 1st division		10,875,499.52	923,158.06
Total, whole line		$14,827,907.95	$1,139,290.62
			14,827,907.95
Total cost as shown by books			$15,967,198.57

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Receiver Farley reports completion certain lines Exhibits 162, Farley case		$1,016,300.00
"Geo. Stephens and associates" were charged with items of construction by the St. P. M. & M. R. R., representing cost of work done to put above property in shape		2,187,187.61
Total outside cost of St. P. & Pacific R. R.		$19,170,686.18
St. P. M. & M. securities issued, 1st bonds	$8,000,000.00	
" " " 2nd "	8,000,000.00	
St. P. & Pac. assumed bonds	120,000.00	
" " "	366,000.00	
St. P. M. & M. stock issued	15,000,000.00	
Total issue	$31,486,000.00	
Deduct supplies purchased with the St. P. & P.	188,971.63	
Net paid for construction and equipment	$31,297,028.37	
Cost of property, construction and equipment	19,170,686.18	
Excess of bonds and stock over outside cost		$12,126,342.19
Note that up to the taking over of the St. P. & P. by the St. P. M. & M., there had been received for sales of lands on the 1st division		$4,055,904.26
" " branch lines		405,719.56
" All		$4,461,623.82

What disposal of this sum was made, does not appear. It did not go to reduce cost of road.

Memorandum of Cost of Road and Equipment of the Great Northern Railway Company. First Period, St. Paul & Pacific R. R. Co.
(Basis, Mr. Hill's Testimony, Farley Case.)

Mr. Hill's testimony, Farley case, says that the offer to the Dutch bondholders was based on the value of the property. Question 180 in the Farley case. The offer on par of the bonds at prices named. Defendant's Exhibit 13, Farley case, would net the fair value in Mr. Hill's mind of the St. P. & P. property *in toto*		$6,746,500.00
Add amount expended by receiver Farley		1,016,300.00
Add subsequent expenditures by "Geo. Stephens and associates"		2,187,187.61
Total value this basis		$9,949,987.61
Bonds issued	$16,000,000.00	
Bonds assumed	486,000.00	

DEFENDANTS' EXHIBIT K-1. HILLMAN—*Cont.*

Stock issued	$15,000,000.00
Total	$31,486,000.00
Less supplies purchased	188,971.63
Net for road and equipment	$31,297,028.37
Value above basis	9,949,987.61
Excess of bonds and stock of St. P. M. & M.	$21,347,040.76

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DEFENDANTS' EXHIBIT K-2. HILLMAN.

Memorandum of Cost of Road and Equipment of the Great Northern Railway Company. Second Period, St. Paul, Minneapolis and Manitoba Railway.

	Cost as Per Co's. Books Road	Cost as Per Co's. Books Equipment	Items of excess Cost as determined by Accountant for State	Reasons for decision
Cost of road and equipment as shown by the opening entry of the St. Paul M. & M. Books	$30,811,028.33	.....	.....	Included in roads. (Equipment)
Add St. P. & Pacific bonds assumed	486,000.00	.....	.....	Already included in cost of the old St. P. & P. Ry.
Deduct second mortgage bonds redeemed	*161,100.00	.....	.....	Redeemed by land sale funds.
Cost as per Company's books, June 30, 1880	$31,135,928.33	.....	.....	
Additions during year 1880-1	4,306,805.21	.....	.....	Includes an arbitrary of $15 per ton on rails laid "steel over iron" allowed here, but taken out in bulk in 1885-6.
Deduct second mortgage bonds redeemed	*617,200.00	.....	$48,000.00	Discount on bonds, Dakota extension.
Cost as per Company's books, June 30, 1881	$34,825,533.54	.....	.....	
Additions during year 1881-2	3,590,502.18	.....	.....	Includes arbitrary of $15 per ton on rails.
Deduct second mortgage bonds redeemed	*721,700.00	.....	.....	
Cost as per Company's books, June 30, 1882	$37,694,335.72	.....	355,080.67	J. V. 74, 6-30-83. This was arbitrary, charge int. acct that year amtg. to this. It was charged to M. & N. W. R. R. & St. Cloud & Duluth R. R. Has no reference to amt. expended. Road had all year heavy cash balance.
Additions during year 1882-3	6,647,528.28	$1,688,741.09	.....	Includes the $15 arbitrary in rails.
Deduct N. P. settlement	*268,363.90	.....	.....	
Deduct from cost road and enter as equipment the estimated value of equipment	*3,378,670.55	3,378,670.55	.....	
Deduct second mortgage redeemed	*750,000.00	.....	.....	
Cost as per Company's books, June 30, 1883	$39,744,824.55	$5,067,411.64	.....	

				J. V. 37-May-84. This represents no expenditure. Was apportioned to branch lines road cost and included in the $5,190,084.12 charged disallowed.
Deduct error in charges and sundry bills	*32,667.56		543,100.00	Cr. to frt. earnings and Dr. to "unbilled frt." This is simply a bookkeeping entry to swell frt. earnings at expense of construction. Does not represent the real cost of the hauling of Co's. matl. It already having had a credit for that.
Deduct second mortgage bonds redeemed	*400,000.00			
Deduct charged to operating expenses	*230,000.00	This item recharged in 1886-7 allowed here.	3,149,022.90	Arbitrary increase of cost of road to provide enough "profit and loss" to justify a dividend of 45% ($9,000,000) to stockholders paid in consols bonds J. V. 54, June-84.
Deduct arbitrary increase for depreciation of eqt. (J. V. 36, May, 84)		*435,820.00		Report to state shows only the net of $21,220.09 proving correctness of above non-allowance.
Cost as per Company's books, June 30, 1884	$44,272,241.11	$5,088,631.73		
Additions during year 1884-5	1,232,867.82	165,118.27	115,840.00	Disallowed for same reason as the $432,820.00 in 1883-4.
Deduct sundry bills	*13,840.60		408,160.00	Cr. to "frt. earnings" and Dr. "unbilled frt." disallowed same reason as above.
Deduct arbitrary increase for depreciation of eqt.		*115,840.00		Report to state shows only net of $49,278.27.
Cost as per Company's books, June 30, 1885	$45,491,270.33	$5,137,910.00		
Additions during year 1885-6	1,599,410.02	1,808.00	801,000.00	Cr. to "frt. earnings" and Dr. to "unbilled frt." disallowed same reason as above.
Deduct second mortgage bonds redeemed	*100,000.00			
Cost as per Company's books, June 30, 1886	$46,990,680.35	$5,139,718.00	1,032,500.00	Dist. on bonds, pro rated to various branches.
Additions during year 1886-7	10,330,182.98	727,792.18	500,000.00	Debited to matl. Rd. Dept. and Cr. to fund for renewals, being increase in inventory over book value. Increase probably due to the $15 rail credit maintained in 1880-1881-2-3. Disallowed in bulk.

*Deduct.

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	Cost as Per Co's. Books Road	Cost as Per Co's. Books Equipment	Items of excess Cost as determined by Accountant for State	Reasons for decision
Deduct erroneous charge M. & N. W.	*$576.06	*$34,750.00	$748,000.00	Cr. to "frt. earnings" and Dr. to "unbilled frt." disallowed same reason as above.
Deduct second mortgage bonds redeemed	*259,000.00			
Cost as per Company's books, June 30, 1887	$57,061,287.27	$5,832,760.18		
Additions during year 1887-8	8,335,875.96	1,464,377.59	840,000.00	Discount on Mon. extension bonds.
Deduct credit acct. Mont. Centl. and bills		*56,600.00	255,000.00	Discount on St. P. M. & M. Consols.
Deduct credit acct. D. P. & W. & Wil. & S. Falls	*25,901.24		335,000.00	Unbilled frt. same as above.
Deduct overcharge acct. land purchased	*18,048.22			
Deduct State Fair Grounds	*9,938.81			
Deduct second mortgage bonds redeemed	*300,000.00			
Cost as per Company's books, June 30, 1888	$65,043,274.96	$7,240,537.77		
Additions during year 1888-9	1,828,027.07	434,106.57	382,009.30	Unbilled frt. chgs. to St. P. M. & M. land contracts No. 1. This acct. partly paid from land sales. Balance transferred to G. N. Ry. allowed in full on transfer deducted here.
Second mortgage bonds redeemed	3,309,000.00		3,309,000.00	Bonds purchased with proceeds lands-estate depleted by such sale. Do not allow.
Additions and improvements	670,940.60			Allow J. V. 137 June 30, 1889. Adjustment of entries acct. amts. charged to renewal fund in prior years.
" " "	505.09		191,268.37	Discount.
Deduct transfers and bills	*3,796.36			There was $2,003,389.55 discount on collateral loan, which discount was charged into cost, certain securities taken up then.
Cost as per Company's books, June 30, 1889	$70,847,951.36	$7,674,644.34		
Additions, year 1889-90	2,191.28	30,682.51		The Great Northern Ry. assumed control here and some items are carried on their books.
Cost as per Company's books, June 30, 1890	$70,850,142.64	$7,705,326.85		
Additions, year 1890-1, additions and improvem'ts	486,359.03		43,880.00	Discount.

Cost as per Company's books, June 30, 1890	$70,850,142.64	$7,705,326.85		
Additions, year 1890-1, additions and improvem'ts	486,359.03		43,880.00	Discount.
Cost as per Company's books, June 30, 1891	$71,336,501.67	$7,705,326.85		
Additions, year 1891-2:				
Wadena & Park Rapids R. R.	817,000.00			54.574 miles at $15.000 per mile, paid in bonds to the G. N. Ry., any excess in this will be discussed in G. N. acct.
Alton to Halstad	155,000.00			10.381 miles at $15,000 per mile, paid in bonds to the G. N. Ry., any excess in this will be discussed in G. N. acct.
Deduct payment to sinking funds	*26,000.00			From land sales, charged back to cost of road in 1898.
Cost as per Company's books, June 30, 1892	$72,282,501.67	$7,705,326.85		
Additions, year 1892-3:				
St. Hilaire to Thief River &c	265,755.00			St. Hilaire to Thief River, 7.586 miles; to Red Lake Falls, 9.799 miles. .332 miles paid to G. N. in bonds at $15,000 per mile.
2nd, 3rd and 4th tracks in Minneapolis	39,180.00			3.265 miles paid to G. N. Ry. in bonds at $12,000 per mile.
Small balances on old trackage	957.00			Fractions of bonds held over.
Pacific Junction to Spokane	14,545,454.54			3,000,000 lbs. issued for this purpose to G. N. Ry. all charged to construction at once. Excess, if any, on Gt. Nor. acct.
Spokane west	14,545,454.55			2,950,000 lbs. issued for this purpose to G. N. Ry. all charged to construction at once. Excess, if any, on Gt. Nor. acct. 50,000 lbs. held until Nov. 1901, issued for extra track at Spokane and Everett ($242,424.24), meantime carried as in hands of trustee. All chgd. to construction.
Discount on $1,945,000, 4½ Consols	71,061.95		71,061.95	Balance credited to G. N. Ry. on acct.
Additions and improvements	1,609,523.78			Transfer from G. N. Ry., any excess will be taken up on their acct.
New equipment		72,854.95		Transfer from G. N. Ry., any excess will be taken up on their acct.
Deduct sinking fund consols	*26,000.00			From land sales, charged back to cost in 1898.
Cost as per Company's books, June 30, 1893	$103,333,888.49	$7,778,181.80		

*Deduct.

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	Cost as Per Co's. Books Road	Cost as Per Co's. Books Equipment	Items of excess Cost as determined by Accountant for State	Reasons for decision
Additions, year 1893-4:				
Imports to Gt. Falls	$189,000.00	.....	.....	Transferred from G. N. Ry. See their acct. for any excess.
Line Addison West	177,300.00	.....	.....	11.78 miles paid in bonds $15,000 per mile to the G. N. Ry. Excess, if any, discussed in G. N. accts.
Additions, improvements and equipments	202,708.66	$15,276.75	.....	Transferred from G. N. Ry. Excess, if any, discussed in that acct.
Deduct sinking fund consols	*21,000.00	.....	.....	From land sales, charged back to cost in 1898.
Cost as per Company's books, June 30, 1894	$103,881,897.15	$7,793,458.55	.....	
No additions in year 1894-5.				
Additions in year 1895-6:				
Additions, improvements and equipment	364,873.01	53,423.43	.....	Paid for by $436,000 Consols owned. Resolution board directors, Apr. 15, 1893, provides that bonds can be re-issued and so used when redeemed by land sales through first mortgage.
Casselton to Ripon cut-off	17,703.56	.....	.....	
Cost as per Company's books, June 30, 1896	$104,264,473.72	$7,846,881.98		
Additions in year 1896-7:				
Balance of bonds due	*35.00	.....	.....	
Halstad to Cavanau	483,450.00	.....	.....	32.23 miles paid in bonds to G. N. Ry., $15,000 per mile. Excess, if any, discussed in G. N. acct.
Hope to Anito	421,050.00	.....	.....	28.07 miles paid in bonds to G. N. Ry., $15,000 per mile. Excess, if any, discussed in G. N. acct.
Land at Gt. Falls	102,000.00	.....	.....	Bought from Water Power Company.
Cost of land	26,250.00			

Land at Gt. Falls	102,000.00			Bought from Water Power Company.
Cost of land	26,250.00			
Additions in year 1897-8, balance	100.00			16.128 miles paid in bonds to G. N. Ry., $15,000 per mile. Excess, if any, discussed in G. N. acct.
Langdon to Hannah, Cavalier to Walhalla	544,000.00			20.156 miles paid in bonds to G. N. Ry., $15,000 per mile. Excess, if any, discussed in G. N. acct.
Additions and improvements and equipment	902,446.45	51,783.49		Transferred from G. N. Ry.
Restoring consols cancelled 1892, 3, 4	73,000.00		73,000.00	Not allowed paid from land sales.
Overpaid G. N. Ry	*3,394.94			
Cost as per Company's books, June 30, 1898	$106,813,340.23	$7,898,665.47		
No additions years 1898-9 and 1899-1900				
Additions, year 1900-1, balances	366.65			
Spring Park extension	123,000.00			8.22 miles from G. N. paid in bonds at $15,000 per mile. Excess, if any, on G. N. acct.
Tunis to Portage	22,970.90			Classed as additions and improvements. Excess, if any, on G. N. acct.
Verona to Teton	893,672.88			Classed as additions and improvements. Excess, if any, on G. N. acct.
Teton to Tunis	706,433.75			Classed as additions and improvements. Excess, if any, on G. N. acct.
Equipment	*50,927.87	89,904.52		Transferred credit and debit from G. N. Ry.
Cost as per Company's books, June 30, 1901	$108,508,681.54	$7,988,569.99		
Additions, year 1901-2, balance bonds	513.00			
Additions, improvements and equipment	5,516,196.13	437,740.90		Transferred from G. N. Ry. Excess, if any, on G. N. acct.
Cost as per Company's books, June 30, 1902	$114,023,452.14	$8,426,310.89		
Additions, year 1902-3, additions and improvem'ts	9,364.04			
Cost as per Company's books, June 30, 1903	$114,132,816.18	$8,426,310.89		
Additions, year 1903-4, sundries	62.49			
Cost as per Company's books, June 30, 1904	$114,032,878.67	$8,426,310.89		
Additions, year 1904-5:				
Additions and improvements	97,601.20		97,596.20	Of this amount should not have been charged to cost, road and equipment.

Deduct.

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DEFENDANTS' EXHIBIT K-2. HILLMAN.—*Cont.*

	Cost as Per Co's. Books Road	Cost as Per Co's. Books Equipment	Items of excess Cost as determined by Accountant for State	Reasons for decision
Cr. by material taken up Hutchinson line	*$97,596.20			As it is an arbitrary.
Great Northern and Montana R. R.	6,910,867.90			G. N. states this is actual cost of construction of this line. Will discuss in G. N. accts.
Cost as per Company's books. June 30, 1905	$120,943,751.57	$8,426,310.89		
Additions, year 1905-6, None.				
" " 1906-7:				
Columbia and Rexford	16,510.99			
Jennings to Milbourne	17,498.80			
Deduct Shirley to Ives	*7,406.95			
Total cost to June 30, 1907	$120,970,354.41	$8,426,310.89	$13,700,339.39	

*Deduct.

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DEFENDANTS' EXHIBIT K-3. HILLMAN.

Memorandum of Cost of Road and Equipment, Great Northern Railway Company. Third Period, Willmar & Sioux Falls Railway.

	Cost as per Company's books		Items of excess cost determined by Acent. for State	
	Road	Equipment		
Books opened with this value	$4,125,000.00	.....	.....	Being the par of stock and bonds, $2,625,000.00 bonds, $1,500,000.00 stock.
			$1,216,027.52	Discount on collateral loan, St. P. M. & M., charged to cost of stocks and bonds on the St. P. M. & M. books, J. V. 44, June 30th, 1889.
			831,275.73	Difference between cost of stock on St. P. M. & M. books and par issued ($1,500,000-$668,724.27)
Additions, year 1888-9, additions and improvements	2,774.93	.....	.....	
" " 1889-90, " " "	10,462.39	.....	.....	
" " 1890-1, " " "	184,304.96	.....	.....	Includes $170,625.00 interest on bonds during construction.
" " 1891-2, " " "	6,421.86	.....	.....	
" " 1892-3, " " "	7,569.17	.....	.....	
" " 1893-4, " " "	1,063,178.22	.....	55,950.00	Actual cost of this work including interest during construction was $1,007,228.22. Difference considered excess.
" " 1894-5, " " "	4,438.67	.....	.....	
" " 1895-6, " " "	878.94	.....	.....	
" " 1896-7, " " "	6,345.67	.....	.....	
" " 1897-8, " " "	9,423.94	.....	.....	
" " 1898-9, " " "	7,844.61	.....	.....	
" " 1899-1900, " " "	104,711.88	$152.45	.....	
Sioux City and Northern	2,287,471.03	178,800.00	.....	Unable to determine actual cost, apparently only $1,920,000.00 bonds and $20,371.12 impvts. = $1,940,371.12 for 99 miles.

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Additions, year	1900-1,	additions and	improvements	$311,324.17	$208,498.42	.....	No mileage added.
" "	1901-2,	"	" "	505,922.88	959.02	.....	Includes the Sioux Falls Terminal Ry. $496,896.58, an excessive price for 3½ miles road. Cost probably covered by bonds, $300,000.
" "	1902-3,	"	" "	92,042.85	.....	.....	
" "	1903-4,	"	" "	86,554.59	.....	.....	
" "	1904-5,	"	" "	53,254.29	14.68	.....	
" "	1905-6,	"	" "	141,396.88	.....	.....	
" "	1906-7,	"	" "	123,650.78	28,896.96*	.....	
				$9,135,042.11	$359,527.61	$2,103,253.25	

*Deduct.

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DEFENDANTS' EXHIBIT K-4. HILLMAN.

Memorandum of Cost of Road and Equipment, Great Northern Railway. Fourth Period, Eastern Railroad of Minnesota.

	Cost as per Company's books		Items of excess cost determined by Accountant for State	
	Road	Equipment		
Cost of road to June 30th, 1889	$7,445,389.38	$807,248.34	$4,432,090.79	J. V. 28, 6-30-89. "Value of terminals acquired to the road in its business above amount cost."
			219,104.15	Discount on securities. Report to R. R. Commission shows this to be $236,837.50 = int. $17,733.55. Interest during construction, $87,500.00 allowed.
Cost as per Company's books, June 30, 1889	$7,445,389.38	$807,248.34	8,200.00	Stock L. S. T. & T. Co.
			8,990.00	Stock, G. N. Elevator Co.
Additions, year 1889-1890:				
Construction	$239,211.49	$18,099.19	.....	
Additions and improvements	57,012.25	.....	.....	
Cost as per Company's books, June 30, 1890	$7,741,613.12	$825,347.53	.....	
Additions, year 1890-1:				
Sundries	$5,186.40	.....	.....	
Discount and interest	164,324.98	.....	13,700.00	Discount. Balance is adjustment of interest prior to opening of road $150,624.98.
Real estate	61,593.00	.....	.....	
Additions and improvements	39,656.26	$2,811.14	.....	
Cost as per Company's books, June 30, 1891	$8,012,373.76	$828,158.67	.....	
Additions, year 1891-2:				
Construction	$50.00	$278.06	.....	
Additions and improvements	8,076.20	.....	.....	

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Deduct adjustment of discount	*6,950.00		*6,950.00	As all discount has been determined as excess, allow this credit.
Cost as per Company's books, June 30, 1892	$8,013,549.96	$828,436.73		
Additions, year 1892-3:				
Construction	100.00	6,000.00		
Cost, Kettle River stock	33,587.41		33,587.41	No road acquired. Kettle River built by E. R. R. and cost included in 1889-1890.
Additions and improvements	11,734.88			
Cost as per Company's books, June 30, 1893	$8,058,972.25	$834,436.73		
Additions, year 1893-4:				
Additions and improvements	25,042.05			
Deduct adjustment, Kettle River stock	*245.67		*245.67	See charge, year 1892-3.
Cost as per Company's books, June 30, 1894	$8,083,768.63	$834,436.73		
Additions, year 1894-5:				
Additions and improvements	63,715.40			
Deduct adjustment Kettle River stock	*2,256.27		*2,256.27	See charge, year 1892-3
Cost as per Company's books, June 30, 1895	$8,145,227.76	$834,436.73		
Additions, year 1895-6	174,361.31	257,895.35		
Cost as per Company's books, June 30, 1896	$8,319,589.07	$1,092,332.08		
Additions, year 1896-7:				
Additions and improvements	94,172.90	28,543.14		
Cost as per Company's books, June 30, 1897	$8,413,761.97	$1,120,875.22		
Additions, year 1896-7:				
Acct. construction Northern Line	979,038.20			
Int. on bonds during construction	10,444.45			
Discount on bonds	50,000.00		50,000.00	Discount on bonds.
Purchase D. Sup. & Western equipment		310,050.00		
Deduct acct. Cr. in equipment acct		*10,362.99		
Cost Duluth, Superior & Western	3,296,690.89			
Additions and improvements	200,859.82			
Brook Park South Line	1,339.96			
Cost as per Company's books, June 30, 1898	$12,952,135.29	$1,420,562.23		

*Deduct.

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	Cost as per Company's books		Items of excess cost determined by Accountant for State	
	Road	Equipment		
Additions, year 1898-9:				
Transfer of equipment from road	*$1,782,004.35	$1,782,004.35		This equipment was included in construction north division.
Construction, Nth div	3,528,251.07			
Purchase, Duluth, Miss. Riv. & Nor	1,458,379.92	41,450.00	$512,236.91	Cost as per report to State, 6-30-99, $987,-593.01. Balance of price paid excess.
Transfer from G. N. Ry. constr. acct	575,117.35	37,677.48		
Construction, Brook Park Sth. line	256,626.56			
Additions and improvements	435,465.51			
Cost as per Company's books, June 30, 1899	$17,423,971.35	$3,281,694.06		
Additions, year 1899-1900:				
Transfer cost of equipment	337,791.78	*337,791.78		
Unpaid vouchers	125,000.00			
" "	2.50	*2,633.81		
Construction, Brook Park south	498,670.01	63.01		
Construction, Northern division	146,129.19	85.13		
Additions and improvements	88,015.76	289,637.60		
Deduct cost D. S. & W	*52.29	*1,000.00		
Deduct sundry bills		*28,896.82		
Cost as per Company's books, June 30, 1900	$18,619,528.30	$3,206,425.01		
Additions, year 1900-1:				
Cost D. S. & W	304.30			
Construction, Brook Park line	43,053.00	*800.00		
" Northern div	365,081.44	*1,000.00		
Transfer eqt. to road	10.00	*10.00		
Cost new equipment		437,357.62		
Additions and improvements	21,348.44			
Cost as per Company's books, June 30, 1901	$19,049,325.48	$3,641,972.63		

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Unpaid vouchers	126,953.23		
Construction, Northern div	10,863.40		
" Clark's Mine Spur	67,184.79		
" 7 and 8 Mine Spur	9,516.71		
" Brook Park Line 8th	175,032.45		
Additions and improvements			
Cost as per Company's books, June 30, 1902	$19,988,880.06	$3,828,106.85	
Additions, year 1902-3:			
Additions and improvements	568,626.67	855,496.21	
Stony Brook Line	1,114,326.50		
Sundry branches and spurs	291,142.28	*8,000.00	
Transfer from road to equipment	*1,000.00	1,000.00	
Deduct sundry bills	*10.19		
Cost as per Company's books, June 30, 1903	$21,961,965.32	$4,676,603.06	
Additions, year 1903-4:			
Additions and improvements	342,413.86		
Construction, Stony Brook Line	17,803.75	14,838.86	
" Mine spurs	53,035.05	*4,050.00	
Cost as per Company's books, June 30, 1904	$22,375,217.98	$4,687,391.92	
Additions, year 1904-5:			
Unpaid vouchers	699.21	*400.89	
Additions and improvements	279,174.81	*6,675.33	
Construction, Stony Brook Line	315.87		
" Mine spurs	11,626.40		
Deduct construction mine spurs	*2,216.32		
Cost as per Company's books, June 30, 1905	$22,664,817.95	$4,680,315.70	
Additions, year 1905-6:			
Additions and improvements	183,340.38	85,170.01	
Construction, spurs	79,105.33		
Deduct construction spurs	*10,898.46		
Cost as per Company's books, June 30, 1906	$22,916,365.20	$4,765,485.71	

*Deduct.

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DEFENDANTS' EXHIBIT K-4. HILLMAN.—*Cont.*

	Cost as per Company's books		Items of excess cost determined by Accountant for State	
	Road	Equipment		
Additions, year 1906-7:				
Additions and improvements	$290,829.74	$2,451,682.99	.....	
Construction, Kelly Lake to Fermoy	433,232.60	.....	.....	
" Mine spurs	47,715.35	.....	.....	
Cost as per Company's books, June 30, 1907	$23,688,142.89	$7,217,168.70	$5,268,507.32	

*Deduct.

DEFENDANTS' EXHIBIT K-5. HILLMAN.

Memorandum of Cost of Road and Equipment, Great Northern Railway Company. Fifth Period, Duluth, Watertown & Pacific R. R.

	Cost as per Company's books		Items of excess cost as determined by Accountant for State	
	Road	Equipment		
Books opened with this value in year 1888-9	$2,105,000.00	.....	.....	Amt. based on amt. stock $730,000 and bonds $1,375,000.00.
Additions and improvements to June 30, 1907	81,358.06	.....	$631,011.35	Discount on St. P. M. & M. collateral trust charged to D. W. & P. bonds to bring them to par.
Interest on bonds during construction	89,375.00	.....	5,815.28	Discount on St. P. M. & M. collateral trust charged to stock, being balance of discount.
	.....	.....	724,161.72	Difference between cost of stock to St. P. M. & M. and par, $730,000-$5,838.28.
	$2,275,733.06	.....	$1,360,988.35	

Addendum Proof:	
Stocks, bonds and improvements as above	$2,275,733.06
Items disallowed by accountant	1,360,988.35
Bal. cost of road	$914,744.71
Actual cost as per construction ledger	914,739.06

DEFENDANTS' EXHIBIT K-6. HILLMAN.

Memorandum of Cost of Road and Equipment, Great Northern Railway Company. Sixth Period, Park Rapids & Leach Lake

	Cost as per Company's books		Items of excess cost as determined by Accountant for State	
	Road	Equipment		
Taken from reports to Railroad Commission of Minnesota:				
Cost as per construction ledgers, June 30, 1899	$834,199.56	.....	$50,000.00	Discount on $500,000 bonds.
Additions, year 1899-1900	24,622.94	$141,312.92	.....	
" " 1900-1	14,902.27	22.50	.....	
" " 1901-2	6,452.92	328.20	.....	
" " 1902-3	*374.16	451.97	.....	
" " 1903-4	1,071.87	*6.00	.....	
" " 1905-6	486.84	.....	.....	
" " 1906-7	6,416.65	.....	.....	
	$887,778.89	$142,109.59	$50,000.00	

NOTE: $500,000 bonds and $500,000 stock issued to the Eastern Ry. of Minnesota to pay them for above expenditures.

*Deduct.

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DEFENDANTS' EXHIBIT K-7. HILLMAN.

Memorandum of Cost of Road and Equipment, Great Northern Railway Company. Seventh Period, Consolidation of Lines into Great Northern and Summary of Items.

Name of Property	Cost taken on G. N. Books		Cost on books prior Cos.		Items Excess Cost from Prior Papers	Additional Items of Excess Cost	Reasons for Additional Items.
	Road	Equipment	Road	Equipment			
2nd Period, St. Paul, Minneapolis & Manitoba	$119,575,702.49	$9,820,962.81	$120,970,354.41	$8,426,310.89	$13,700,339.39	$12,262,400.00	Bonds redeemed by sale of granted lands not heretofore acctd. for, taken into profit and loss at closing of books.
	.....	.....	.....	.....	.....	199,146.48	J. V. 103, June 30-93. Profit on Wadena & Park Rapids line, 1892, credited to P. & L.
	.....	.....	.....	.....	.....	72,148.09	J. V. 103, June 30-93. Profit on Alton to Halstead line, 1892, credited to P. & L.
	.....	.....	.....	.....	.....	15,287.70	Added to cost of Red Lake Falls line, 1893, to make $265,755, cost.
	.....	.....	.....	.....	.....	210,753.68	Cost of Pacific extension less than face of bonds charged to cost of road in 1893.
3rd Period, Willmar & Sioux Falls R. R.	9,135,042.11	359,527.61	9,135,042.11	359,527.61	2,103,253.25	.....	
4th Period, Eastern Ry. of Minnesota	23,688,142.89	7,217,168.70	23,688,142.89	7,217,168.70	5,268,507.32	.....	
5th Period, Duluth, Watertown & Pacific	2,275,733.06	.....	2,275,733.06	.....	1,360,988.35	.....	
6th Period, Park Rapids & Leech Lake Line	887,778.89	142,109.59	887,778.89	142,109.59	50,000.00	.....	
Sundry lines constructed and purchased:							
Minnesota & Great Northern	607,525.65	.....	607,525.65	.....	.....	.....	Prior cost from construction books
Dakota & Great Northern	5,122,299.70	.....	5,122,299.70	.....	.....	.....	Prior cost from construction books.
Montana & Great Northern	3,183,501.31	.....	3,183,501.31	.....	.....	.....	Prior cost from construction books.
Washington & Great Northern	5,262,756.05	.....	5,262,756.05	.....	.....	.....	Prior cost from construction books.
Billings & Northern	3,931,197.54	.....	3,931,197.54	.....	.....	.....	Prior cost from construction books.
Jno. O'Brien Lumber Co.'s tracks	145,050.73	.....	145,050.73	.....	.....	.....	Prior cost from construction books.
Cost Elevator "B"	80,000.00	.....	80,000.00	.....	.....	.....	Prior cost at price paid by G. N. No bks. availab'e
Spokane Falls & Northern	4,160,409.47	187,185.09	4,160,409.47	187,185.09	.....	.....	Prior cost at price paid by G. N. No bks. availab'e
C. & R. Mountain	471,797.89	25,405.00	471,797.89	25,405.00	.....	.....	Prior cost at price paid by G. N. No bks. availab'e
Cost Terminal Properties	821,395.10	.....	821,395.10	.....	.....	.....	
Cost Pacific Extension	246,947.76	.....	246,947.76	.....	.....	246,947.76	Included in cost of Pacific extension. (see line 5)
Minneapolis Union Ry	3,167,748.30	.....	3,167,748.30	.....	.....	500,000.00	Arbitrary charge on construction books of "stock".
Seattle & Montana	39,187,706.97	154,295.66	39,187,706.97	154,295.66	.....	127,500.00	Prior cost price paid by G. N. plus construction acct.—Discount on bonds.
Montana Central Ry	13,967,197.69	1,584,024.17	13,967,197.69	1,584,024.17	.....	.....	Prior cost price paid by G. N. plus construction acct.—Discount on bonds.
Additions and Improvements, 1908	4,431,387.75	.....	4,431,387.75	.....	.....	.....	Cost from G. N. books.
Sundries	450.09	.....	450.09	.....	.....	.....	Cost from G. N. books.
Great Northern Equipment to date, 1907	.....	24,171,006.97	.....	24,171,006.97	.....	.....	Cost from G. N. books.
Additions Equipment to date, 1908	.....	7,402,868.30	.....	7,402,868.30	.....	.....	Cost from G. N. books.
	$240,349,771.44	$51,064,643.90	$241,744,423.36	$49,669,991.98	$22,483,088.31	$13,634,183.71	
Total cost of road, equipment and excess, from time of organization of the St. P. M. & M.	.....	$291,414,415.34	.....	$291,414,415.34	.....	36,117,272.02	$36,117,272.02
1st Period, St. Paul & Pacific Ry. First Est.	(Cost included in above)		.....	.....	.....	12,126,342.19	.....
1st Period, St. Paul & Pacific Ry. 2nd Est.	(Cost included in above)		.....	.....	.....	.....	21,347,040.76
Total Excess Cost, "A" and "B" Ests.	.....	.....	.....	.....	.....	$48,243,614.21 "A"	$57,464,312.78 "B"

DEFENDANTS' EXHIBIT K-8. HILLMAN.

Memorandum of the Cost of the Securities and Investments Acquired in the Following Companies. Eighth Period.

	Par	Cost on Company's Books	Items when Book Cost is in excess of true (State's Accountant.)	Reasons
By the St. Paul, Minneapolis & Manitoba:				
Minneapolis Union Railway stock.....	$1 000,000.00	$750,000.00	$750,000.00	Acquired 6-30-82, Cr. to profit and loss. No value paid for them (Finally taken up on G. N. books as $500,000, other $500,000 being charged, June 30, 1888, to cost of road, q. v. June 30, 1891. $125,704.66 was charged back to profit and loss, closing the acct.
Timber lands, Todd County.....	350,000.00	350,000.00	224,295.34	Acquired 6-30-82, Cr. to profit and loss. No value paid for them.
Minneapolis & St. Cloud Land Grant....	642,000.00	642,000.00	642,000.00	Acquired 6-30-82, Cr. to profit and loss. No value paid for them.
Willmar & Sioux Falls Ry. Bonds.....	2,625,000.00	2,625,000.00	.....	Discount on these bonds shown in W. & S. F. discussion, 3rd period.
Duluth, Watertown & Pacific Bonds	1,375,000.00	1,375,000.00	.....	Discount on these bonds shown in D. W. & P. discussion, 4th period.
Montana Central R. R. Co.....	500,000.00	500,000.00	.....	Discount on these bonds shown in M. Centl. discussion.
St. Paul, M. & M. 1st Mtge. Bonds.....	100.00	100.00	.....	
St Paul, M. & M. Montana Ex. Bonds...	6,000.00	6,000.00	.....	
Minnesota Transfer Ry. Bonds.....	109,000.00	109,000.00	.....	
Todd County Bonds.....	30,400.00	30,400.00	.....	
Town of Hutchinson Bonds.....	12,000.00	9,000.00	.....	
Town of Breckenridge Bonds.....	4,300.00	3,225.00	.....	
County of Pipestone Bonds.....	30,000.00	15,000.00	.....	
St. Paul, M. & M. Consol Mtge.....	750,000.00	750,000.00	.....	
Town of Minnesota Falls Bonds.....	2,000.00	1,000.00	.....	
Town Sandreiss Bonds.....	2,000.00	1,000.00	.....	
St. P., M. & M. Stock.....Stock.....	5,600.00	5,600.00	.....	
Climax Coal Co. Stock .....Stock.....	149,000.00	100,000.00	.....	

San Coolee Coal Mine Stock	$250,000.00	$202,611.90	.....	
St. Paul Foundry Co. Stock	75,000.00	37,305.18	.....	
Fort Benton Bridge Co. Stock	5,800.00	4,420.60	.....	Quoted as $11,600 on G. N. books, afterwards corrected. G. N. keeps a sub-ledger for these accts., but it is not available.
Lake Superior Terml. & Trfr. Ry. Stock	16,700.00	16,700.00	.....	
Minnesota Transfer Co. Stock	7,000.00	7,000.00	.....	
Eastern Ry. of Minnesota Stock	5,000,000.00	558,711.58	.....	
Montana Centl. Ry. Stock....Stock	4,995,000.00	256,870.29	.....	$5,000 par of this stock was in directors name. G. N. has it, although only $1,499,500 appears on St. P. M. & M. books.
Willmar & Sioux Falls Stock	1,500,000.00	681,759.90	.....	
Duluth, Watertown & Pacific	730,000.00	11,286.78	.....	
Northern S. S. Co. Stock	1,500,000.00	1,488,687.59	.....	
St. Paul U. D. Co. Stock	70,000.00	70,000.00	.....	
St. P. M. & M. Land Grand Contract No. 1	218,372.98	218,372.98	.....	
St. P. M. & M. Land Grant Contract No. 2	403,398.95	403,398.95	403,398.95	
St. Anthony Elevator Co	39,382.84	39,382.84	.....	
Hotel Lafayette	207,075.22	207,075.22	.....	
Minnetonka Beach Lands	75,202.71	75,202.71	.....	
Pine Lands Mille Lacs Co	53,503.56	53,503.56	.....	
Devils Lake Townsite	23,361.90	23,361.90	.....	$5,000 "Sundry land sites" appear on G. N. record of transfer. No value on St. P. M. & M.
[illegible]	$22,762,198.16	$11,627,976.98	$2,019,694.29	
Amt. at which above securities were taken up on the Great Northern Ry. book	$19,250,000.00	$19,250,000.00	$7,622,023.02	Excess cost when transferred to G. N. books over St. P. M. & M. book cost.
•Total excess	.....	.....	$9,641,717.31	

DEFENDANTS' EXHIBIT K-9. HILLMAN

Memorandum of Cost of Investments, Great Northern Railway. Ninth period, Additions to Eighth Period and Summary of Excess Costs of Road and Equipment and Investments.

	Items of Excess Cost	Reasons for Excess
Total from period 8	$9,641,717.31	
Minneapolis Union Ry. stock	*250,000.00	Value reduced to $500,000 from $750,000.
Principal land contract sales	198,479.78	Credit to profit and loss instead of investments, J. V. 121, June 30, 1891.
Closing investment acct. (Cost of property and securities) into specific investments	940,702.82	J. V. 19, Folio 185, 1907-8. Sales, $18,139,799.67, charged to specific acct. $2,050,903.15 = $20,190,702.82, deduct original cost, $19,250,000, balance, $940,702.82.
Total excess original securities purchased by G. N. from St. P. M. & M.	$10,530,899.91	
	"A"	"B"
Excess cost as above	$10,530,899.91	$10,530,899.91
Excess cost, road and equipment	48,243,614.21	57,464,312.78
Total excess	$58,774,514.12	$67,995,212.69
June 30th, 1908, report shows the following:		
"Fund for permanent improvement and renewals"	$4,844,265.78	Principally derived from profits on St. P. M. & M. stock.
"Fund for depreciation of equipment in service"	14,369,984.52	
Total renewal and depreciation funds	$19,214,250.30	

If we consider this as applicable to the cost of road and equipment, the excess cost would be correspondingly increased. If we consider it as a reserve account, the profit and loss account would correspondingly increase to $46,397,341.82 instead of $27,183,091.52 as at present.

MAPS

TOO

LARGE

FOR

FILMING

COMPLAINANT'S EXHIBIT 2. HOGELAND.

GREAT NORTHERN RAILWAY.

COST OF REPRODUCTION OF LINES IN MINNESOTA, JUNE 30th, 1908.

No.	Subject	Cost of Reproduction
1.	Land for right of way, yards and terminals	$30,635,921.00
2.	Grading, clearing and grubbing	22,155,453.00
3.	Protection work, rip rap, retaining walls	850,069.00
4.	Tunnels	None
5.	Cross ties and switch ties	5,725,998.00
6.	Ballast	3,861,360.00
7.	Rails	9,203,629.00
8.	Track fastenings	2,087,615.00
9.	Switches, frogs and railroad crossings	300,519.00
10.	Tracklaying and surfacing	2,416,201.00
11.	Bridges, trestles and culverts	6,814,201.00
12.	Track and bridge tools	54,450.00
13.	Fences, cattle guards and signs	448,864.00
14.	Stock yards and appurtenances	81,600.00
15.	Water stations	569,900.00
16.	Coal stations	202,200.00
17.	Station buildings and fixtures	1,561,200.00
18.	Miscellaneous buildings	1,446,445.00
19.	Steam and electric power plants, gas plants	413,752.00
20.	General repair shops	1,070,765.00
21.	Shop machinery and tools	953,531.00
22.	Engine houses, turntables and cinder pits	727,100.00
23.	Track scales	39,700.00
24.	Docks and wharves	37,500.00
25.	Interlocking plants	193,268.00
26.	Signal apparatus	116,046.00
27.	Telegraph lines and appurtenances	634,744.00
28.	Telephone lines and appurtenances	37,893.00
29.	Contingencies	4,367,826.00
	Total of items 1 to 29 inclusive	$97,007,750.00
30.	Engineering, superintendence, legal expenses—4½%	4,365,349.00
	Total of items 1 to 30 inclusive	$101,373,099.00
31.	Locomotives	5,469,270.00
32.	Passenger equipment	1,886,178.00
33.	Freight equipment	12,411,265.00
34.	Miscellaneous equipment	482,909.00
35.	Marine equipment	None
	Total of items 1 to 35 inclusive	$121,622,721.00
36.	Freight on construction material	1,700,043.00
	Total of items 1 to 36 inclusive	$123,322,764.00
37.	General expenses, 1½%	1,849,841.00
38.	Interest during construction	27,611,471.00
39.	Stores and supplies in Minnesota	3,240,178.00
40.	Lines under construction	138,411.00
41.	Interest in terminal railways	1,186,191.00
	Grand total	$157,348,856.00

Chief Engineer's Office,
March 15th, 1909.

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Sec.	Location	Main Line	Second Track	Side Tracks	Total Track
1	St. Paul to University Switch	8.89	26.26	81.02	116.17
2	University Switch to Northtown Jct	4.09	4.01	23.53	31.63
3	Minneapolis Junction to Cedar Lake	4.26	8.58	29.08	41.92
4	Cedar Lake to Breckenridge	201.67	15.30	81.39	298.36
5	Hopkins Junction to Hopkins	3.57	.....	0.90	4 47
6	Hutchinson Branch	43.90	.....	5.49	49.39
7	Willmar to Jasper	122.64	.....	15.97	138.61
8	Old S. C. & N	11.27	.....	0.86	12 13
9	Benson to Nassau	46.18	.....	3.84	50.02
10	Morris to Browns Valley	48.60	.....	3.40	52.00
11	Yarmouth Junction to west of Childs	9.18	.....	0.39	9.57
12	Northtown Junction to Sauk Rapids	63.28	.....	13.68	76.96
13	Elk River to Milaca	31.81	.....	3.02	34.83
14	East St. Cloud to Brookpark	58.30	.....	9.21	67.51
15	Clearwater Junction to St. Cloud	65.65	.....	3.98	69.63
16	St. Cloud to Willmar	55.56	.....	8.48	64.04
17	East St. Cloud to Barnesville	143.11	.....	55.33	198.44
18	Sauk Center to Park Rapids	90.96	.....	8.91	99.87
19	Park Rapids to Cass Lake	49.04	.....	9.69	58.73
20	Evansville to Tintah	32.01	.....	1.76	33.77
21	Fergus Falls to Pelican Rapids	21.65	.....	1.25	22.90
22	Moorhead to Brushvale	36.80	.....	2.91	39.71
23	Barnesville to Moorhead	22.79	.....	3.86	26.65
24	Barnesville to St. Vincent	176.12	2.26	32.43	210.81
25	Moorhead to Redland	66.05	.....	4.48	70.53
26	Crookston to East Grand Forks	23.60	.....	4.77	28.37
27	Wylie to St. Hilaire	7.49	.....	0.19	7.68
28	Red Lake Falls to Thief River Falls	20.14	.....	3.93	24.07
29	Thief River Falls to Greenbush	41.09	.....	2.84	43.93
30	Redland to Fosston	46.01	.....	24.06	70.07
31	Coon Creek Junction to Hinckley	64.71	8.20	10.42	83.33
32	Sandstone to Quarries	2.61	.....	2.78	5.39
33	Hinckley to Foxboro	47.30	.....	13.67	60.97
34	Eastern Minnesota in Duluth	.38	.....	.68	1.06
35	State Line to Cloquet	17.22	14.38	4.66	36.26
36	Cloquet to Deer River	86.12	18.19	28.40	132.71
37	Brookston to Ellis	46.51	.....	8.34	54.85
38	Mississippi to Dewey Lake	55.38	.....	29.05	84.43
39	Chisholm to Virginia	22.59	.....	22.93	45.52
40	South Range Line	9.69	.....	1.84	11.53
41	Kelly Lake to Nashwauk	19.72	.....	11.36	31.08
42	Deer River to Fosston	98.59	.....	31.63	130.22
43	Duluth Terminal Railway	1.82	.....	3.84	5.66
44	Minneapolis Union Railway	2.63	2.63	4.99	10.25
45	Minneapolis Western Railway	1.69	.....	5.20	6.89
46	Kelly Lake to Fermoy	23.40	.....	2.98	26.38
	Total	2,056.07	99.81	623.42	2,779.30

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 1. Land for Right of Way, Yards and Terminals.

Sec.	Location	Valuation
1	St. Paul to University Switch	$8,041,686
2	University Switch to Northtown Junction	1,716,740
3	Minneapolis Junction to Cedar Lake	7,761,539
4	Cedar Lake to Breckenridge	1,230,542
5	Hopkins Branch	11,259
6	Hutchinson Branch	233,018
7	Willmar to Jasper	497,885
8	Old S. C. and N	47,472
9	Benson to Nassau	141,663
10	Morris to Browns Valley	181,243
11	Yarmouth Junction to west of Childs	16,505
12	Northtown Junction to Sauk Rapids	108,198
13	Elk River to Milaca	53,793
14	East St. Cloud to Brookpark	150,818
15	Clearwater Junction to St. Cloud	251,497
16	St. Cloud to Willmar	202,625
17	East St. Cloud to Barnesville	867,500
18	Sauk Center to Park Rapids	249,451
19	Park Rapids to Cass Lake	77,758
20	Evansville to Tintah	75,658
21	Fergus Falls to Pelican Rapids	64,938
22	Moorhead to Brushvale	86,739
23	Barnesville to Moorhead	106,044
24	Barnesville to St. Vincent	959,965
25	Moorhead to Redland	158,913
26	Crookston to East Grand Forks	130,713
27	Wylie to St. Hilaire	19,920
28	Red Lake Falls to Thief River Falls	79,352
29	Thief River Falls to Greenbush	50,894
30	Redland to Fosston	138,083
31	Coon Creek Junction to Hinckley	175,508
32	Sandstone to Quarries	2,972
33	Hinckley to Foxboro	159,703
34	Eastern Minnesota Railway in Duluth	545,562
35	State Line to Cloquet	36,842
36	Cloquet to Deer River	180,410
37	Brookston to Ellis	21,987
38	Mississippi to Dewey Lake	115,126
39	Chisholm to Virginia	45,538
40	South Range Line	5,629
41	Kelly Lake to Nashwauk	36,466
42	Deer River to Fosston	118,974
43	Duluth Terminal Railway	423,590
44	Minneapolis Union Railway	4,169,100
45	Minneapolis Western Railway	877,325
46	Kelly Lake to Fermoy	8,778
	Total	$30,635,921

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 2. Grading, Clearing and Grubbing.

Sec.	Location	Clearing Acres	Grubbing Sq. Rods	Total Cu. Yds.	Earth No. 0 Cu. Yds.	Earth No. 1 Cu. Yds.	Earth No. 2 Cu. Yds.	Earth No. 3 Cu. Yds.	Hard Pan Cu. Yds.	Loose Rock Cu. Yds.	Solid Rock Cu. Yd.
1	St. Paul to University Switch	35	700	4,130,530	.....	.....	3,961,380	.....	169,150	.....	.....
2	University Switch to Northtown Junction	.....	.....	286,500	.....	.....	286,500	.....	.....	.....	.....
3	Minneapolis Junction to Cedar Lake	15	300	1,485,930	.....	.....	1,272,680	.....	35,750	17,750	159,750
4	Cedar Lake to Breckenridge	1,607	19,284	7,937,090	.....	1,783,340	5,350,040	.....	803,710	.....	.....
5	Hopkins Branch	19	228	40,920	.....	.....	40,920	.....	.....	.....	.....
6	Hutchinson Branch	249	5,668	827,520	.....	.....	762,680	.....	63,500	1,240	100
7	Willmar to Jasper	120	2,492	4,366,500	.....	952,190	2,856,570	.....	545,810	4,890	7,040
8	Old S. C. & N.	13	135	293,940	.....	67,860	203,580	.....	22,500	.....	.....
9	Benson to Nassau	5	60	792,310	.....	768,400	.....	.....	19,810	2,690	1,410
10	Morris to Browns Valley	11	132	493,840	.....	479,540	.....	.....	14,250	50	.....
11	Yarmouth Junction to west of Childs	.....	.....	120,860	120,860	.....	.....	.....	.....	.....	.....
12	Northtown Junction to Sauk Rapids	225	5,100	719,860	.....	.....	701,860	.....	18,000	.....	.....
13	Elk River to Milaca	276	6,179	481,080	.....	.....	.....	457,020	24,060	.....	.....
14	East St. Cloud to Brookpark	540	13,600	2,249,800	.....	.....	.....	1,797,290	450,960	1,500	50
15	Clearwater Jct. to St. Cloud	359	9,747	1,563,460	.....	.....	1,332,750	.....	230,710	.....	.....
16	St. Cloud to Willmar	190	3,474	1,329,920	.....	.....	1,224,830	.....	102,300	730	2,060
17	East St. Cloud to Barnesville	1,504	25,648	5,903,725	.....	1,327,370	3,982,125	.....	590,370	3,480	380
18	Sauk Center to Park Rapids	787	15,857	1,562,800	.....	.....	1,443,270	.....	117,210	2,130	190
19	Park Rapids to Cass Lake	742	11,133	1,378,190	.....	.....	.....	1,223,180	137,820	15,600	1,590
20	Evansville to Tintah	6	230	716,300	.....	170,000	510,010	.....	36,100	190	.....
21	Ferg'sFalls to Pelican Rapids	35	420	239,650	.....	.....	213,340	.....	25,900	410	.....
22	Moorhead to Brushvale	10	120	455,950	455,950	.....	.....	.....	.....	.....	.....
23	Barnesville to Moorhead	.....	.....	310,360	310,360	.....	.....	.....	.....	.....	.....
24	Barnesville to St. Vincent	286	3,432	2,203,820	2,203,820	.....	.....	.....	.....	.....	.....
25	Moorhead to Redland	13	156	743,130	743,130	.....	.....	.....	.....	.....	.....

26	Crookston to E. Grand Forks	14	172	351,730	351,730	181,540						
27	Wylie to St. Hilaire	65	780	181,540			379,690		163,510			
28	Red Lake Falls to Thief River Falls	76	2,155	543,200		495,180	257,870	773,620		54,340	750	110
29	Thief Riv. Falls to Greenbush	262	985	495,180					1,199,910	144,320		
30	Redland to Fosston	143	1,716	1,086,690					36,530	15,500	1,200	8,750
31	Coon Creek Jct. to Hinckley	484	6,900	1,344,230					1,925,790	238,460	2,710	850
32	Sandstone to Quarries	23	388	61,980								
33	Hinckley to Foxboro	663	17,793	2,167,810					91,350			
34	Eastern Minnesota Railway in Duluth			91,350					1,705,610	204,470	16,550	99,110
35	State Line to Cloquet	308	2,940	2,025,740					2,125,840	74,040	22,140	47,380
36	Cloquet to Deer River	950	23,750	2,269,400					1,435,080	171,530	36,600	9,850
37	Brookston to Ellis	705	10,460	1,653,060					1,289,800	310,450	11,700	15,590
38	Mississippi to Dewey Lake	567	9,240	1,627,540					904,540	110,750	52,430	18,080
39	Chisholm to Virginia	231	2,508	1,085,800					425,190	50,290	16,480	7,330
40	South Range Line	135	1,647	499,290					644,750	74,760	27,770	8,390
41	Kelly Lake to Nashwauk	227	2,835	755,670					3,110,840	168,610	40,170	3,770
42	Deer River to Fosston	1,495	22,740	3,323,390					67,200		400	1,600
43	Duluth Terminal Railway			69,200					247,730		7,210	44,420
44	Minneapolis Union Railway	5	40	299,360				65,000				
45	Minneapolis Western Railway			65,000					656,642	62,083	11,277	2,653
46	Kelly Lake to Fermoy	365	8,177	732,655								
	Total	13,765	239,321	61,363,800	4,185,850	6,483,290	25,360,845	19,344,292	5,251,023	298,047	440,453	

Earth No. 0,	4,185,850 cu. yds.	@ $0.18	$753,453.00
" No. 1,	6,483,290 " "	@ .23	1,491,157.00
" No. 2,	25,360,845 " "	@ .31	7,861,862.00
" No. 3,	19,344,292 " "	@ .39	7,544,274.00
Hard Pan,	5,251,023 " "	@ .45	2,362,960.00
Loose Rock,	298,047 " "	@ .55	163,926.00
Solid Rock,	440,453 " "	@ 1.25	550,566.00
	61,363,800 cu. yds.		$20,728,198.00
Clearing	13,765 acres	@ $75.00	1,032,375.00
Grubbing	239,321 sq. rods	@ $1.65	394,880.00
Total			$22,155,453.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908

Item No. 3. Protection Work, Rip-rap and Retaining Walls.

Sec.	Location	Rip-Rap Yards	Retaining Walls Yards
1	St. Paul to University Switch	1,900	10,739
2	University Switch to Northtown Junction	450	185
3	Minneapolis Junction to Cedar Lake	3,150	9,200
4	Cedar Lake to Breckenridge	42,700	.....
5	Hopkins Branch	75	.....
6	Hutchinson Branch	8,050	.....
7	Willmar to Jasper	39,200	.....
8	Old S. C. & N.	2,150	.....
9	Benson to Nassau	3,250	.....
10	Morris to Browns Valley	2,275	.....
11	Yarmouth Junction to west of Childs	235	.....
12	Northtown Junction to Sauk Rapids	2,375	.....
13	Elk River to Milaca	1,745	.....
14	East St. Cloud to Brookpark	14,500	.....
15	Clearwater Junction to St. Cloud	6,145	.....
16	St. Cloud to Willmar	5,130	.....
17	East St. Cloud to Barnesville	21,750	.....
18	Sauk Centre to Park Rapids	4,110	.....
19	Park Rapids to Cass Lake	3,245	.....
20	Evansville to Tintah	2,585	.....
21	Fergus Falls to Pelican Rapids	1,560	.....
22	Moorhead to Brushvale	1,120	.....
23	Barnesville to Moorhead	4,470	.....
24	Barnesville to St. Vincent	19,760	.....
25	Moorhead to Redland	3,140	.....
26	Crookston to East Grand Forks	4,540	.....
27	Wylie to St. Hilaire	540	.....
28	Red Lake Falls to Thief River Falls	3,710	.....
29	Thief River Falls to Greenbush	.....	.....
30	Redland to Fosston	2,340	.....
31	Coon Creek Junction to Hinckley	6,220	.....
32	Sandstone to Quarries	260	.....
33	Hinckley to Foxboro	14,890	.....
34	Eastern Minnesota Railway in Duluth	.....	.....
35	State Line to Cloquet	2,340	.....
36	Cloquet to Deer River	8,520	.....
37	Brookston to Ellis	8,770	.....
38	Mississippi to Dewey Lake	4,670	.....
39	Chisholm to Virginia	3,310	.....
40	South Range Line	1,475	.....
41	Kelly Lake to Nashwauk	2,120	.....
42	Deer River to Fosston	15,670	.....
43	Duluth Terminal Railway	.....	.....
44	Minneapolis Union Railway	2,200	11,387
45	Minneapolis Western Railway	920	1,260
46	Kelly Lake to Fermoy	.....	.....
	Total	277,565	32,771

Rip-Rap.....277,565 yds. at $2.00 = $555,130
Retaining walls.... 32,771 yds. at 9.00 = 294,939
Total $850,069

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 4. Tunnels.

There are no tunnels on the Great Northern Railway in the State of Minnesota.

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

Lines in Minnesota, June 30th, 1908.

Item No. 5. Cross Ties and Switch Ties.

Section	Location	CROSS TIES									Switch Ties	Railroad Crossing Ties
		Main Line			Side Tracks							
		Miles	Number per Mile	Number	Miles	Number per Mile	Number	Total	Less Bridges & Switches	Net Total	Sets	Sets
1	St. Paul to University Switch	35.15	3,000	105,450	81.02	2,800	226,856	332,306	52,041	280,265	519	8
2	University Switch to Northtown Jct.	8.10	3,000	24,300	23.53	2,800	65,884	90,184	17,806	72,378	177	...
3	Minneapolis Junction to Cedar Lake	12.84	3,000	38,520	29.08	2,800	81,424	119,944	27,883	92,061	271	7
4	Cedar Lake to Breckenridge	216.97	3,029	657,202	81.39	2,800	227,892	885,094	37,941	847,153	351	...
5	Hopkins Junction to Hopkins	3.57	2,800	9,996	.90	2,700	2,430	12,426	800	11,626	7	1
6	Hutchinson Branch	43.90	2,791	122,525	5.49	2,700	14,823	137,348	4,778	132,570	37	...
7	Willmar to Jasper	122.64	3,200	392,448	15.97	2,800	44,716	437,164	12,328	424,836	84	6
8	Old S. C. & N.	11.27	2,800	31,556	.86	2,700	2,322	33,878	1,008	32,870	7	2
9	Benson to Nassau	46.18	2,745	126,764	3.84	2,700	10,368	137,132	3,362	133,770	20	1
10	Morris to Browns Valley	48.60	2,857	138,850	3.40	2,700	9,180	148,030	3,062	144,968	23	...
11	Yarmouth Jct. to west of Childs	9.18	2,800	25,704	.39	2,700	1,053	26,757	391	26,366	2	...
12	Northtown Junction to Sauk Rapids	63.28	2,914	184,398	13.68	2,800	38,304	222,702	11,176	211,526	108	1
13	Elk River to Milaca	31.81	2,893	92,026	3.02	2,700	8,154	100,180	2,766	97,414	21	...
14	East St. Cloud to Brookpark	58.30	2,936	171,169	9.21	2,800	25,788	196,957	7,308	189,649	62	1
15	Clearwater Junction to St. Cloud	65.65	2,983	195,834	3.98	2,800	11,144	206,978	4,046	202,932	28	...
16	St. Cloud to Willmar	55.56	2,990	166,124	8.48	2,800	23,744	189,868	4,453	185,415	37	1
17	St. Cloud to Barnesville	143.11	3,146	450,224	55.33	2,800	154,924	605,148	30,242	574,906	277	...
18	Sauk Center to Park Rapids	90.96	2,800	254,688	8.91	2,700	24,057	278,745	7,421	271,324	52	1
19	Park Rapids to Cass Lake	49.04	2,822	138,391	9.69	2,700	26,163	164,554	6,259	158,295	54	1
20	Evansville to Tintah	32.01	2,771	88,700	1.76	2,700	4,752	93,452	1,633	91,819	9	1
21	Fergus Falls to Pelican Rapids	21.65	2,850	61,702	1.25	2,700	3,375	65,077	1,770	63,307	10	...
22	Moorhead to Brushvale	36.80	2,834	104,291	2.91	2,800	8,148	112,439	2,893	109,546	17	...
23	Barnesville to Moorhead	22.79	2,917	66,478	3.86	2,800	10,808	77,286	3,986	73,300	29	4
24	Barnesville to St. Vincent	178.38	2,971	529,967	32.43	2,800	90,804	620,771	27,888	592,883	215	1
25	Moorhead to Redland	66.05	2,808	185,468	4.48	2,700	12,096	197,564	5,372	192,192	25	...

26	Crookston to East Grand Forks	23.60	2,980	70,328	4.77	2,800	13,356	83,684	2,924	80,760	22	...	
27	Wylie to St. Hilaire	7.49	2,800	20,972	.19	2,700	513	21,485	375	21,110	2	...	
28	Red Lake Falls to Thief River Falls	20.14	2,900	58,406	3.93	2,700	10,611	69,017	3,780	65,237	27	...	
29	Thief River Falls to Greenbush	41.09	2,713	111,477	2.84	2,700	7,668	119,145	2,041	117,104	16	...	
30	Redland to Fosston	46.01	2,888	132,877	24.06	2,800	67,368	200,245	12,504	187,741	120	1	
31	Coon Creek Junction to Hinckley	72.91	2,879	209,908	10.42	2,800	29,176	239,084	5,200	233,884	40	2	
32	Sandstone to Quarries	2.61	2,800	7,308	2.78	2,700	7,506	14,814	1,319	13,495	12	...	
33	Hinckley to Foxboro	47.30	3,040	143,792	13.67	2,800	38,276	182,068	9,109	172,959	81	...	
34	Eastern Minnesota Railway in Duluth	.38	2,800	1,064	.68	2,700	1,836	2,900	500	2,400	5	...	
35	State Line to Cloquet	31.66	3,056	96,570	4.66	2,800	13,048	109,618	4,262	105,356	35	6	
36	Cloquet to Deer River	104.31	3,065	319,710	28.40	2,800	79,520	399,230	15,900	383,330	143	1	
37	Brookston to Ellis	46.51	3,063	142,460	8.34	2,800	23,352	165,812	7,000	158,812	49	...	
38	Mississippi to Dewey Lake	55.38	3,114	172,453	29.05	2,800	81,340	253,793	19,976	233,817	196	3	
39	Chisholm to Virginia	22.59	2,850	64,382	22.93	2,800	64,204	128,586	17,361	111,225	163	1	
40	South Range Line	9.69	3,000	29,070	1.84	2,800	5,152	34,222	1,397	32,825	5	2	
41	Kelly Lake to Nashwauk	19.72	2,800	55,216	11.36	2,700	30,672	85,888	10,850	75,038	85	...	
42	Deer River to Fosston	98.59	2,995	295,277	31.63	2,800	88,564	383,841	15,794	368,047	130	...	
43	Duluth Terminal Railway	1.82	.....	.....	3.84	2,700	10,368	10,368	3,957	6,411	32	6	
44	Minneapolis Union Railway	5.26	3,000	15,780	4.99	2,800	13,972	29,752	5,288	24,464	49	...	
45	Minneapolis Western Railway	1.69	3,000	5,070	5.20	2,800	14,560	19,630	5,510	14,120	42	...	
46	Kelly Lake to Fermoy	23.40	2,960	69,264	2.98	2,800	8,344	77,608	2,614	74,994	19	...	
	Totals	2,155.88	.....	6,384,159	623.42	.....	1,738,615	8,122,774	426,274	7,696,500	3,715	58	

Cross Ties—Oak	1,084,470	@ $0.85 =	$921,800.00
Cedar	2,170,360	@ .75 =	1,627,770.00
Treated Fir	5,585	@ .75 =	4,189.00
Tamarac	4,337,870	@ .65 =	2,819,616.00
Pine	97,725	@ .50 =	48,863.00
Elm	490	@ .45 =	220.00
	7,696,500		
Switch Ties—Oak	1,888 Sets	@ $90.00 =	169,920.00
Pine	1,515 "	@ 70.00 =	106,050.00
Treated Fir	312 "	@ 80.00 =	24,960.00
Railroad Crossing Ties	58 "	@ 45.00 =	2,610.00
Total			$5,725,998.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 6. Ballast.

No.	LOCATION	Yardage
1	St. Paul to University Switch	226,800
2	University Switch to Northtown Junction	59,600
3	Minneapolis Junction to Cedar Lake	82,600
4	Cedar Lake to Breckenridge	795,000
5	Hopkins Branch	.....
6	Hutchinson Branch	69,800
7	Willmar to Jasper	391,800
8	Old S. C. & N.	35,200
9	Benson to Nassau	51,700
10	Morris to Browns Valley	54,000
11	Yarmouth Junction to west of Childs	11,200
12	Northtown Junction to Sauk Rapids	204,500
13	Elk River to Milaca	72,000
14	East St. Cloud to Brookpark	213,000
15	Clearwater Junction to St. Cloud	195,900
16	St. Cloud to Willmar	136,500
17	East St. Cloud to Barnesville	518,000
18	Sauk Center to Park Rapids	101,200
19	Park Rapids to Cass Lake	124,800
20	Evansville to Tintah	74,700
21	Fergus Falls to Pelican Rapids	24,700
22	Moorhead to Brushvale	87,600
23	Barnesville to Moorhead	74,300
24	Barnesville to St. Vincent	578,400
25	Moorhead to Redland	155,300
26	Crookston to East Grand Forks	78,000
27	Wylie to St. Hilaire	.....
28	Red Lake Falls to Thief River Falls	.....
29	Thief River Falls to Greenbush	.....
30	Redland to Fosston	174,500
31	Coon Creek Junction to Hinckley	217,700
32	Sandstone to Quarries	.....
33	Hinckley to Foxboro	157,500
34	Eastern Minnesota Railway in Duluth	1,600
35	State Line to Cloquet	101,900
36	Cloquet to Deer River	329,100
37	Brookston to Ellis	143,100
38	Mississippi to Dewey Lake	135,900
39	Chisholm to Virginia	79,500
40	South Range Line	23,100
41	Kelly Lake to Nashwauk	59,800
42	Deer River to Fosston	348,400
43	Duluth Terminal Railway	5,800
44	Minneapolis Union Railway	22,800
45	Minneapolis Western Railway	10,700
46	Kelly Lake to Fermoy	.....
	Total	6,228,000

Ballast, 6,228,000 yards at .62 = $3,861,360.00

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 7. Rails.

Sec.	Location	Tons			
		Main Line	Side Tracks	Less in Frogs & Sw. Pts.	Total
1	St. Paul to University Switch.	4,462.13	7,509.75	241.57	11,730.31
2	University Switch to Northtown Junction	954.67	2,105.60	89.74	2,970.53
3	Minneapolis Junction to Cedar Lake	1,586.01	2,650.35	130.85	4,105.51
4	Cedar Lake to Breckenridge	27,056.76	7,801.23	189.66	34,668.33
5	Hopkins Branch	316.80	73.53	2.14	388.19
6	Hutchinson Branch	4,006.75	465.82	9.86	4,462.71
7	Willmar to Jasper	13,175.79	1,505.65	38.72	14,642.72
8	Old S. C. & N.	1,065.48	81.08	3.78	1,142.78
9	Benson to Nassau	4,065.60	331.85	4.35	4,393.10
10	Morris to Browns Valley	4,280.57	293.82	3.86	4,570.53
11	Yarmouth Junction to west of Childs	809.60	30.64	.34	839.90
12	Northtown Junction to Sauk Rapids	7,731.52	1,268.27	63.83	8,935.96
13	Elk River to Milaca	2,798.40	265.72	12.43	3,051.69
14	East St. Cloud to Brookpark	6,871.24	969.62	32.63	7,808.23
15	Clearwater Junction to St. Cloud	7,665.80	375.23	17.08	8,023.95
		6,737.33	799.49	19.49	7,517.33
16	St. Cloud to Willmar	17,746.15	5,042.77	132.65	22,656.27
17	East St. Cloud to Barnesville	8,202.99	783.99	13.29	8,973.69
18	Sauk Center to Park Rapids	4,903.05	867.83	12.43	5,758.45
19	Park Rapids to Cass Lake	3,017.28	160.40	4.86	3,172.82
20	Evansville to Tintah	1,839.19	98.21	1.60	1,935.80
21	Fergus Falls to Pelican Rapids	4,626.13	253.78	11.63	4,868.28
22	Moorhead to Brushvale	2,587.43	345.78	15.93	2,917.28
23	Barnesville to Moorhead	21,382.12	2,904.43	120.13	24,166.42
24	Barnesville to St. Vincent	5,908.64	366.06	4.25	6,270.45
25	Moorhead to Redland	2,781.50	449.71	12.74	3,218.47
26	Crookston to E. Grand Forks.	589.28	14.92	.30	603.90
27	Wylie to St. Hilaire	1,768.80	339.63	7.54	2,100.89
28	Red Lake Falls to Thief River Falls	3,646.66	223.13	2.63	3,867.16
29	Thief River Falls to Greenb'sh	5,512.68	2,230.60	50.93	7,692.35
30	Redland to Fosston	8,919.53	1,162.45	19.77	10,062.21
31	Coon Creek Junction to Hinckley	245.15	262.09	2.16	505.08
32	Sandstone to Quarries	5,755.46	1,288.80	39.47	7,004.79
33	Hinckley to Foxboro	37.72	64.11	1.26	100.57
34	Eastern Minnesota Railway in Duluth	3,818.64	453.97	19.30	4,253.31
35	State Line to Cloquet	12,647.68	3,146.15	87.66	15,706.17
36	Cloquet to Deer River	5,663.24	825.57	30.35	6,458.46
37	Brookston to Ellis	5,604.34	2,670.27	90.66	8,183.95
38	Mississippi to Dewey Lake	2,685.57	2,161.84	80.37	4,767.04
39	Chisholm to Virginia	1,143.24	182.14	3.38	1,322.00
40	South Range Line	1,857.51	1,106.69	40.73	2,923.47
41	Kelly Lake to Nashwauk	11,779.67	3,081.39	52.75	14,808.31
42	Deer River to Fosston	169.72	337.88	7.38	500.22
43	Duluth Terminal Railway	641.17	478.29	28.66	1,090.80
44	Minneapolis Union Railway	181.66	532.61	17.30	696.97
45	Minneapolis Western Railway	3,115.56	365.35	13.25	3,467.66
46	Kelly Lake to Fermoy				
	Total	242,362.21	58,728.49	1,785.69	299,305.01

Rails, 299,305.01 tons at $30.75 = $9,203,629.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 8. Track Fastenings.

Sec.	Location	Angle Bars Tons	Bolts Tons	Spikes Tons	Tie Plates Number
1	St. Paul to University Switch	753.7	82.70	347.61	173,300
2	University Switch to Northtown Junc.	204.1	22.33	96.51	40,000
3	Minneapolis Junction to Cedar Lake	280.4	30.28	127.74	45,000
4	Cedar Lake to Breckenridge	2,657.7	322.12	922.56	1,082,500
5	Hopkins Branch	22.7	2.94	13.72	.....
6	Hutchinson Branch	265.8	31.89	147.87	13,200
7	Willmar to Jasper	1,159.1	129.63	416.59	200,400
8	Old S. C. & N.	59.9	7.86	39.36	• 6,600
9	Benson to Nassau	261.7	34.34	158.74	.....
10	Morris to Browns Valley	272.4	36.41	166.35	.....
11	Yarmouth Junction to west of Childs.	51.4	6.77	31.21	.....
12	Northtown Junction to Sauk Rapids	714.2	70.40	241.69	181,500
13	Elk River to Milaca	182.9	24.00	111.01	.....
14	East St. Cloud to Brookpark	574.5	66.43	211.23	82,500
15	Clearwater Junction to St. Cloud	589.9	67.59	220.17	155,000
16	St. Cloud to Willmar	630.7	60.99	201.91	111,200
17	East St. Cloud to Barnesville	1,787.5	181.99	619.25	841,500
18	Sauk Center to Park Rapids	514.3	67.41	311.87	45,500
19	Park Rapids to Cass Lake	353.2	41.68	177.78	24,500
20	Evansville to Tintah	166.7	21.93	101.16	16,000
21	Fergus Falls to Pelican Rapids	120.3	15.80	72.91	.....
22	Moorhead to Brushvale	404.3	58.24	125.61	206,000
23	Barnesville to Moorhead	220.1	25.22	83.80	57,000
24	Barnesville to St. Vincent	1,939.3	251.66	658.37	692,900
25	Moorhead to Redland	374.1	49.15	226.91	39,600
26	Crookston to East Grand Forks	273.2	26.54	89.08	68,500
27	Wylie to St. Hilaire	34.6	5.29	24.37	.....
28	Red Lake Falls to Thief River Falls	125.4	16.32	75.91	11,500
29	Thief River Falls to Greenbush	230.5	30.99	140.20	.....
30	Redland to Fosston	606.9	60.67	218.16	156,600
31	Coon Creek Junction to Hinckley	866.3	87.13	263.01	409,400
32	Sandstone to Quarries	26.8	3.39	16.16	.....
33	Hinckley to Foxboro	567.9	60.64	190.88	125,300
34	Eastern Minnesota Railway in Duluth	5.4	.67	3.23	.....
35	State Line to Cloquet	368.6	37.79	114.78	184,600
36	Cloquet to Deer River	1,437.6	137.85	439.80	312,900
37	Brookston to Ellis	549.5	54.16	172.32	116,200
38	Mississippi to Dewey Lake	556.5	62.55	253.75	168,000
39	Chisholm to Virginia	313.2	36.39	140.25	38,600
40	South Range Line	115.2	11.39	36.23	9,700
41	Kelly Lake to Nashwauk	171.2	22.34	89.76	9,300
42	Deer River to Fosston	1,262.4	127.37	407.24	246,000
43	Duluth Terminal Railway	28.2	3.49	16.97	.....
44	Minneapolis Union Railway	88.6	9.76	31.07	30,300
45	Minneapolis Western Railway	51.4	6.38	21.25	5,600
46	Kelly Lake to Fermoy	265.7	24.45	94.10	123,600
		22,506.0	2,535.32	8,670.45	6,030,300

Angle bars	22,506.0	tons, at	$36.00	=	$810,216.00
Bolts	2,535.32	" at	51.00	=	129,301.00
Spikes	8,670.45	" at	42.00	=	364,159.00
Tie plates	6,030,300	" at	.13	=	783,939.00
Total					$2,087,615.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 9. Switches, Frogs and Railroad Crossings.

Sec.	Location	Switches				R. R. Crossings No.
		Less than 68lb.		68 lb. & over	Total	
		Split	Stub	Split		
1	St. Paul to University Switch	331	76	112	519	8
2	University Switch to Northtown Junct'n	112	4	61	177	.....
3	Minneapolis Junction to Cedar Lake	189	18	64	271	7
4	Cedar Lake to Breckenridge	151	41	159	351	.....
5	Hopkins Branch	3	4	.....	7	1
6	Hutchinson Branch	11	26	.....	37	.....
7	Willmar to Jasper	9	26	49	84	6
8	Old S. C. & N.	7	.....	.....	7	2
9	Benson to Nassau	3	17	.....	20	1
10	Morris to Browns Valley	.....	23	.....	23	.....
11	Yarmouth Junction to west of Childs	.....	2	.....	2	.....
12	Northtown Junction to Sauk Rapids	28	9	71	108	1
13	Elk River to Milaca	4	17	.....	21	.....
14	East St. Cloud to Brookpark	4	18	40	62	1
15	Clearwater Junction to St. Cloud	5	1	22	28	.....
16	St. Cloud to Willmar	.....	12	25	37	1
17	East St. Cloud to Barnesville	124	56	97	277	.....
18	Sauk Center to Park Rapids	13	39	.....	52	1
19	Park Rapids to Cass Lake	8	45	1	54	1
20	Evansville to Tintah	9	.....	.....	9	1
21	Fergus Falls to Pelican Rapids	.....	10	.....	10	.....
22	Moorhead to Brushvale	2	.....	15	17	.....
23	Barnesville to Moorhead	13	.....	16	29	4
24	Barnesville to St. Vincent	75	15	125	215	1
25	Moorhead to Redland	.....	25	.....	25	.....
26	Crookston to East Grand Forks	5	2	15	22	.....
27	Wylie to St. Hilaire	.....	2	.....	2	.....
28	Red Lake Falls to Thief River Falls	9	18	.....	27	.....
29	Thief River Falls to Greenbush	.....	16	.....	16	.....
30	Redland to Fosston	66	30	24	120	1
31	Coon Creek Junction to Hinckley	.....	17	23	40	2
32	Sandstone to Quarries	.....	12	.....	12	.....
33	Hinckley to Foxboro	39	14	28	81	.....
34	Eastern Minnesota Railway in Duluth	1	4	.....	5	.....
35	State Line to Cloquet	3	8	24	35	6
36	Cloquet to Deer River	55	5	83	143	1
37	Brookston to Ellis	17	.....	32	49	.....
38	Mississippi to Dewey Lake	127	12	57	196	3
39	Chisholm to Virginia	133	.....	30	163	1
40	South Range Line	.....	.....	5	5	2
41	Kelly Lake to Nashwauk	85	.....	.....	85	.....
42	Deer River to Fosston	6	70	54	130	.....
43	Duluth Terminal Railway	7	25	.....	32	6
44	Minneapolis Union Railway	16	3	30	49	.....
45	Minneapolis Western Railway	.....	20	22	42	.....
46	Kelly Lake to Fermoy	.....	.....	19	19	.....
		1,670	742	1,303	3,715	58

Split switches, less than 68 lbs	1,670 at $74.00 =	$123,580.00
Stub switches, less than 68 lbs	742 at 40.00 =	29,680.00
Split switches, 68 lbs. and over	1,303 at 103.00 =	134,209.00
Railroad crossings	58 at 225.00 =	13,050.00
Total		$300,519.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 10. Tracklaying and Surfacing.

Sec.	LOCATION	Miles all Tracks	Switches	R. R. Crossings
1	St. Paul to University Switch	116.17	519	8
2	University Switch to Northtown Junction	31.63	177	.....
3	Minneapolis Junction to Cedar Lake	41.92	271	7
4	Cedar Lake to Breckenridge	298.36	351	.....
5	Hopkins Junction to Hopkins	4.47	7	1
6	Hutchinson Branch	49.39	37	.....
7	Willmar to Jasper	138.61	84	6
8	Old S. C. & N.	12.13	7	2
9	Benson to Nassau	50.02	20	1
10	Morris to Browns Valley	52.00	23	.....
11	Yarmouth to west of Childs	9.57	2	.....
12	Northtown Junction to Sauk Rapids	76.96	108	1
13	Elk River to Milaca	34.83	21	.....
14	East St. Cloud to Brookpark	67.51	62	1
15	Clearwater Junction to St. Cloud	69.63	28	.....
16	St. Cloud to Willmar	64.04	37	1
17	East St. Cloud to Barnesville	198.44	277	.....
18	Sauk Center to Park Rapids	99.87	52	1
19	Park Rapids to Cass Lake	58.73	54	1
20	Evansville to Tintah	33.77	9	1
21	Fergus Falls to Pelican Rapids	22.90	10	.....
22	Moorhead to Brushvale	39.71	17	.....
23	Barnesville to Moorhead	26.65	29	4
24	Barnesville to St. Vincent	210.81	215	1
25	Moorhead to Redland	70.53	25	.....
26	Crookston to East Grand Forks	28.37	22	.....
27	Wylie to St. Hilaire	7.68	2	.....
28	Red Lake Falls to Thief River Falls	24.07	27	.....
29	Thief River Falls to Greenbush	43.93	16	.....
30	Redland to Fosston	70.07	120	1
31	Coon Creek Junction to Hinckley	83.33	40	2
32	Sandstone to Quarries	5.39	12	.....
33	Hinckley to Foxboro	60.97	81	.....
34	Eastern Minnesota Railway in Duluth	1.06	5	.....
35	State Line to Cloquet	36.26	35	6
36	Cloquet to Deer River	132.71	143	1
37	Brookston to Ellis	54.85	49	.....
38	Mississippi to Dewey Lake	84.43	196	3
39	Chisholm to Virginia	45.52	163	1
40	South Range Line	11.53	5	2
41	Kelly Lake to Nashwauk	31.08	85	.....
42	Deer River to Fosston	130.22	130	.....
43	Duluth Terminal Railway	5.66	32	6
44	Minneapolis Union Railway	10.25	49	.....
45	Minneapolis Western Railway	6.89	42	.....
46	Kelly Lake to Fermoy	26.38	19	.....
		2,779.30	3,715	58

Tracklaying	2,779.30 miles	at $835.00	=	$2,320,716.00
Switches	3,715	at 25.00	=	92,875.00
Railroad crossings	58	at 45.00	=	2,610.00
Total				$2,416,201.00

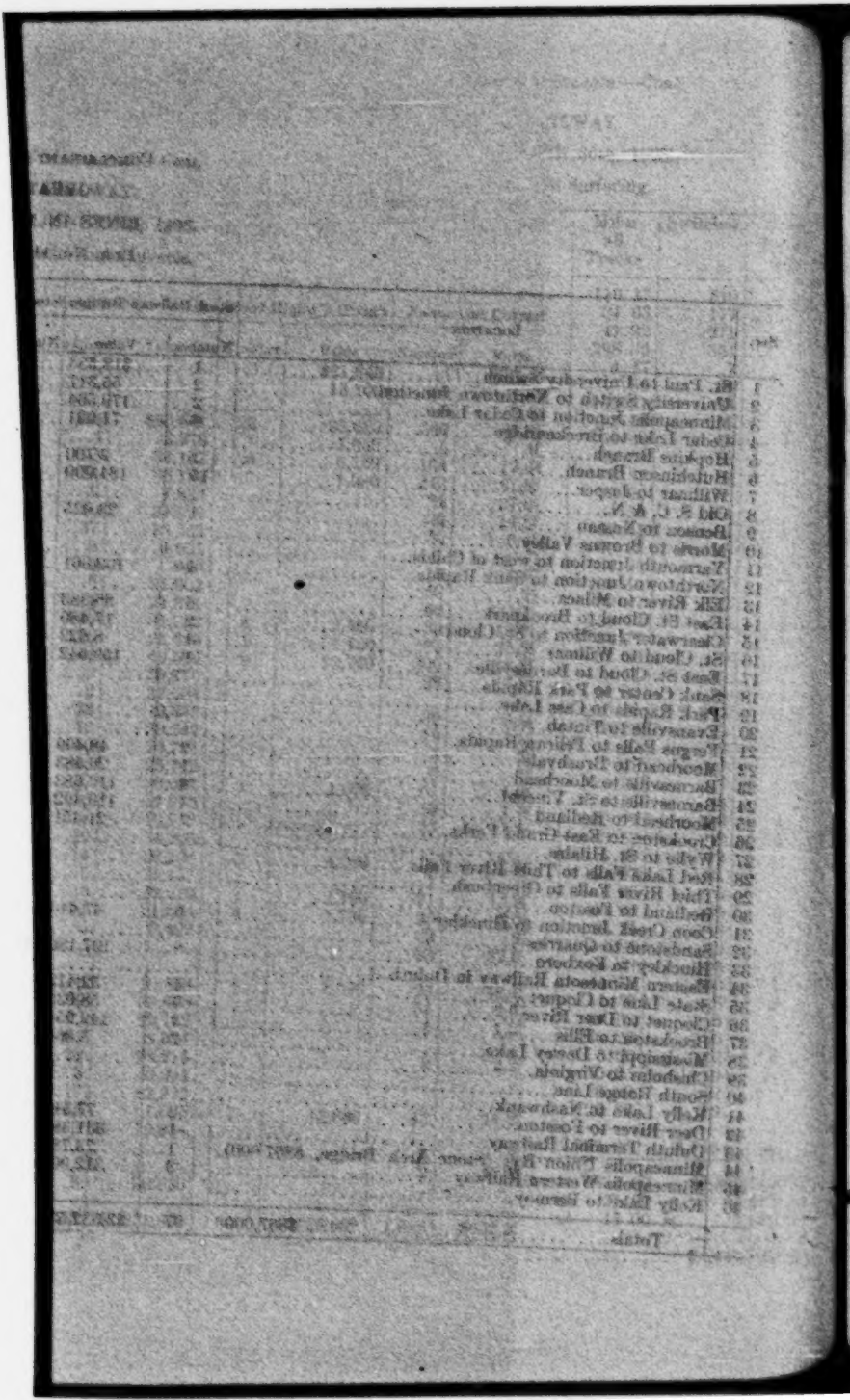
COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 11. Bridges, Trestles and Culverts.

Sec.	Location	Steel Railway Bridges		Steel Highway Bridges		Wood Railway Bridges		Wood Highw'y Bridg's		Permanent Culverts		Temporary Culverts		Total Value
		Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	
1	St. Paul to University Switch	1	$18,583	13	$298,548	.....	.....	3	$21,649	14	$37,411	4	$947	$377,138
2	University Switch to Northtown Junction	2	55,317	2	96,123	.....	.....	1	13,100	10	1,670	2	100	166,310
3	Minneapolis Junction to Cedar Lake	2	179,564	20	525,669	.....	.....	.....	.....	9	1,644	.....	.....	706,877
4	Cedar Lake to Breckenridge	6	71,031	.....	.....	105	$60,651	22	33,610	360	89,521	37	2,236	257,049
5	Hopkins Branch	.....	.....	.....	.....	3	2,279	1	1,850	5	405	.....	.....	4,534
6	Hutchinson Branch	1	2,700	.....	.....	25	34,147	6	6,160	104	12,440	21	3,864	59,311
7	Willmar to Jasper	15	184,090	.....	.....	81	66,189	3	1,980	210	81,823	8	1,189	335,271
8	Old S. C. & N	.....	.....	.....	.....	9	7,832	.....	.....	24	27,677	3	295	35,804
9	Benson to Nassau	1	23,025	.....	.....	30	31,950	.....	.....	36	14,863	5	295	70,133
10	Morris to Browns Valley	.....	.....	.....	.....	37	18,352	.....	.....	50	6,402	11	573	25,327
11	Yarmouth Junction to west of Childs	.....	.....	.....	.....	9	4,651	.....	.....	1	70	2	51	4,772
12	Northtown Junction to Sauk Rapids	4	102,861	.....	.....	5	940	.....	.....	18	4,871	5	279	108,951
13	Elk River to Milaca	.....	.....	.....	.....	15	21,902	.....	.....	50	7,973	8	959	30,834
14	East St. Cloud to Brookpark	6	86,383	.....	.....	14	21,324	.....	.....	69	33,386	22	3,226	144,319
15	Clearwater Junction to St. Cloud	2	17,480	1	16,560	25	31,752	4	3,460	80	10,986	27	3,793	84,031
16	St. Cloud to Willmar	1	8,622	.....	.....	16	21,646	1	1,400	97	25,500	9	1,298	58,556
17	East St. Cloud to Barnesville	11	159,642	.....	.....	44	46,525	9	10,240	206	68,890	16	1,855	287,152
18	Sauk Center to Park Rapids	.....	.....	.....	.....	39	59,770	.....	.....	98	17,898	22	3,881	81,549
19	Park Rapids to Cass Lake	.....	.....	.....	.....	8	37,984	.....	.....	.....	.....	70	15,922	53,906
20	Evansville to Tintah	.....	.....	.....	.....	28	19,333	.....	.....	32	6,863	5	595	26,791
21	Fergus Falls to Pelican Rapids	.....	.....	.....	.....	10	20,242	.....	.....	19	1,514	23	1,7[illegible]	23,492
22	Moorhead to Brushvale	2	48,469	.....	.....	50	20,771	.....	.....	5	281	3	430	69,951
23	Barnesville to Moorhead	1	26,483	.....	.....	26	25,742	.....	.....	2	124	6	604	52,953
24	Barnesville to St. Vincent	4	110,683	.....	.....	332	130,021	1	1,020	51	4,622	57	4,327	250,673
25	Moorhead to Redland	4	119,492	.....	.....	119	57,975	.....	.....	10	1,462	71	11,524	190,453
26	Crookston to East Grand Forks	1	21,451	.....	.....	34	18,983	.....	.....	13	1,447	2	198	42,079
27	Wylie to St. Hilaire	.....	.....	.....	.....	19	4,296	.....	.....	.....	.....	7	592	4,888
28	Red Lake Falls to Thief River Falls	.....	.....	.....	.....	14	39,236	3	4,080	14	1,761	24	2,429	47,506
29	Thief River Falls to Greenbush	.....	.....	.....	.....	5	11,157	.....	.....	1	191	93	11,490	22,778
30	Redland to Fosston	.....	.....	.....	.....	26	12,229	1	1,190	71	13,905	10	2,334	29,658
31	Coon Creek Junction to Hinckley	6	47,440	.....	.....	21	21,654	1	1,130	25	5,061	120	14,668	89,953
32	Sandstone to Quarries	.....	.....	.....	.....	5	3,422	.....	.....	2	951	1	123	4,496
33	Hinckley to Foxboro	8	197,180	.....	.....	.....	.....	.....	.....	83	32,099	30	4,753	234,032
34	Eastern Minnesota Railway in Duluth	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	State Line to Cloquet	1	52,413	.....	.....	6	10,558	1	1,920	23	43,121	69	42,899	150,911
36	Cloquet to Deer River	5	58,035	.....	.....	49	33,670	.....	.....	54	9,614	89	14,512	115,831
37	Brookston to Ellis	4	142,954	.....	.....	12	49,162	.....	.....	4	1,280	87	17,126	210,522
38	Mississippi to Dewey Lake	2	3,064	.....	.....	14	8,014	.....	.....	.....	.....	71	12,493	23,571
39	Chisholm to Virginia	.....	.....	.....	.....	22	38,214	.....	.....	2	2,256	45	6,891	47,361
40	South Range Line	.....	.....	.....	.....	3	40,204	.....	.....	.....	.....	17	3,350	43,554
41	Kelly Lake to Nashwauk	.....	.....	.....	.....	17	87,232	.....	.....	.....	.....	82	16,390	103,622
42	Deer River to Fosston	2	77,513	.....	.....	25	61,095	7	13,880	42	11,232	154	29,301	193,021
43	Duluth Terminal Railway	1	331,386	1	2,224	2	19,814	.....	.....	.....	.....	2	632	354,056
44	Minneapolis Union Ry. (Stone Arch Bridge, $867,000)	1	73,734	5	247,780	.....	.....	.....	.....	2	595	1	35	1,189,144
45	Minneapolis Western Railway	3	312,905	.....	.....	.....	.....	.....	.....	2	50,626	.....	.....	363,531
46	Kelly Lake to Fermoy	.....	.....	.....	.....	8	30,950	.....	.....	.....	.....	29	6,900	37,850
	Totals	$867,000	97	$2,532,500	42	$1,186,904	1,293	$1,231,868	64	$116,660	1,898	$632,225	1,370	$247,035	$6,814,201



GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 12. Track and Bridge Tools.

Sec.	Location	Number of Sets
1	St. Paul to University Switch	11
2	University Switch to Northtown Junction	2
3	Minneapolis Junction to Cedar Lake	7
4	Cedar Lake to Breckenridge	42
5	Hopkins Branch	.....
6	Hutchinson Branch	7
7	Willmar to Jasper	19
8	Old S. C. and N.	2
9	Benson to Nassau	8
10	Morris to Browns Valley	7
11	Yarmouth Junction to west of Childs	1
12	Northtown Junction to Sauk Rapids	.....
13	Elk River to Milaca	5
14	East St. Cloud to Brookpark	10
15	Clearwater Junction to St. Cloud	11
16	St. Cloud to Willmar	8
17	East St. Cloud to Barnesville	30
18	Sauk Center to Park Rapids	13
19	Park Rapids to Cass Lake	7
20	Evansville to Tintah	5
21	Fergus Falls to Pelican Rapids	3
22	Moorhead to Brushvale	6
23	Barnesville to Moorhead	4
24	Barnesville to St. Vincent	31
25	Moorhead to Redland	8
26	Crookston to East Grand Forks	3
27	Wylie to St. Hilaire	1
28	Red Lake Falls to Thief River Falls	3
29	Thief River Falls to Greenbush	6
30	Redland to Fosston	8
31	Coon Creek Junction to Hinckley	13
32	Sandstone to Quarries	.....
33	Hinckley to Foxboro	10
34	Eastern Minnesota Railway in Duluth	.....
35	State Line to Cloquet	6
36	Cloquet to Deer River	17
37	Brookston to Ellis	9
38	Mississippi to Dewey Lake	7
39	Chisholm to Virginia	4
40	South Range Line	2
41	Kelly Lake to Nashwauk	2
42	Deer River to Fosston	18
43	Duluth Terminal Railway	1
44	Minneapolis Union Railway	1
45	Minneapolis Western Railway	1
46	Kelly Lake to Fermoy	4
		363

363 Sets, at $150=$54,450.

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item Number 13, Fences, Cattle Guards and Signs.

Sec.	Location	R. of W. Fence Miles	Snow Fences Lin. Ft.	Cattle Guards Sets	High-way Crossings Ft. B.M.	Signs Number
1	St. Paul to University Switch	5.3	4,960	.....	.....	24
2	University Switch to Northtown Junction	.6	960	.....	5,800	21
3	Minneapolis Jct. to Cedar Lake	.....	.....	.....	5,500	31
4	Cedar Lake to Breckenridge	248.5	33,420	276	125,944	1,655
5	Hopkins Branch	5.5	1,060	2	748	14
6	Hutchinson Branch	86.1	8,400	36	22,744	256
7	Willmar to Jasper	127.2	36,510	103	49,242	677
8	Old S. C. and N	21.2	4,460	19	8,386	110
9	Benson to Nassau	33.1	22,530	26	11,644	189
10	Morris to Browns Valley	48.8	19,680	30	11,540	215
11	Yarmouth Jct. to west of Childs	3.2	12,000	7	2,618	47
12	Northtown Jct. to Sauk Rapids	62.3	.....	66	34,124	415
13	Elk River to Milaca	62.0	3,760	28	13,512	187
14	East St. Cloud to Brookpark	107.6	15,220	57	19,158	391
15	Clearwater Jct. to St. Cloud	117.3	5,800	74	43,996	467
16	St. Cloud to Willmar	104.5	33,630	60	40,520	383
17	East St. Cloud to Barnesville	281.9	56,760	144	81,376	915
18	Sauk Center to Park Rapids	132.2	13,150	88	50,992	565
19	Park Rapids to Cass Lake	7.0	7,440	36	14,584	257
20	Evansville to Tintah	46.0	30,470	19	9,986	139
21	Fergus Falls to Pelican Rapids	19.1	48,600	21	13,774	132
22	Moorhead to Brushvale	15.8	11,200	39	17,306	253
23	Barnesville to Moorhead	6.6	1,280	39	16,506	229
24	Barnesville to St. Vincent	45.6	77,400	182	79,588	1,158
25	Moorhead to Redland	35.6	7,200	80	37,440	492
26	Crookston to East Grand Forks	10.8	9,700	35	16,290	213
27	Wylie to St. Hilaire	4.7	.....	6	2,580	36
28	Red Lake Falls to Thief River Falls	18.3	4,080	17	6,838	109
29	Thief River Falls to Greenbush	11.9	5,760	33	16,822	216
30	Redland to Fosston	31.7	2,000	73	34,022	430
31	Coon Creek Junction to Hinckley	123.0	4,910	78	42,932	482
32	Sandstone to Quarries	.....	.....	.....	.....	.....
33	Hinckley to Foxboro	50.3	2,070	35	13,890	241
34	Eastern Minnesota Ry. in Duluth	.....	.....	.....	.....	.....
35	State Line to Cloquet	11.1	2,290	.....	18,804	149
36	Cloquet to Deer River	57.0	320	38	15,172	332
37	Brookston to Ellis	47.1	.....	10	4,060	116
38	Mississippi to Dewey Lake	.8	2,430	.....	2,618	105
39	Chisholm to Virginia	.5	320	.....	3,740	84
40	South Range Line	.....	640	.....	748	25
41	Kelly Lake to Nashwauk	.....	.....	.....	.....	21
42	Deer River to Fosston	47.6	3,160	72	33,388	510
43	Duluth Terminal Railway	.....	.....	.....	.....	.....
44	Minneapolis Union Railway	.....	.....	.....	1,500	10
45	Minneapolis Western Railway	.6	.....	.....	.....	5
46	Kelly Lake to Fermoy	.....	.....	.....	5,200	45
		2,038.4	493,510	1,829	935,632	12,351

Right of Way Fence	2,038.4	Miles at	$165,00=	$336,336.00
Snow Fences	493,510	Lin. Ft. at	.10=	49,351.00
Cattle Guards	1,829	Sets at	15.00=	27,435.00
Highway Crossings	935,632	Ft. B.M. at	25.00=	23,391.00
Signs	12,351	at	1.00=	12,351.00
Total				$448,864.00

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 14, Stock Yards and Appurtenances.

Sec.	LOCATION	Number	Value
1	St. Paul to University Switch	.....	.....
2	University Switch to Northtown Junction	.....	.....
3	Minneapolis Junction to Cedar Lake	.....	.....
4	Cedar Lake to Breckenridge	26	$17,630
5	Hopkins Branch	.....	.....
6	Hutchinson Branch	6	4,600
7	Willmar to Jasper	18	10,780
8	Old S. C. and N	2	1,600
9	Benson to Nassau	6	3,470
10	Morris to Browns Valley	7	3,190
11	Yarmouth Junction to west of Childs	.....	.....
12	Northtown Junction to Sauk Rapids	3	970
13	Elk River to Milaca	2	1,210
14	East St. Cloud to Brookpark	3	1,350
15	Clearwater Junction to St. Cloud	5	2,810
16	St. Cloud to Willmar	6	3,250
17	East St. Cloud to Barnesville	20	11,530
18	Sauk Center to Park Rapids	10	3,960
19	Park Rapids to Cass Lake	1	280
20	Evansville to Tintah	3	1,020
21	Fergus Falls to Pelican Rapids	1	610
22	Moorhead to Brushvale	1	440
23	Barnesville to Moorhead	1	500
24	Barnesville to St. Vincent	13	4,130
25	Moorhead to Redland	5	1,600
26	Crookston to East Grand Forks	1	250
27	Wylie to St. Hilaire	.....	.....
28	Red Lake Falls to Thief River Falls	3	640
29	Thief River Falls to Greenbush	3	1,050
30	Redland to Fosston	5	2,040
31	Coon Creek Junction to Hinckley	4	1,290
32	Sandstone to Quarries	.....	.....
33	Hinckley to Foxboro	1	440
34	Eastern Minnesota Railway in Duluth	.....	.....
35	State Line to Cloquet	.....	.....
36	Cloquet to Deer River	2	440
37	Brookston to Ellis	.....	.....
38	Mississippi to Dewey Lake	.....	.....
39	Chisholm to Virginia	.....	.....
40	South Range Line	.....	.....
41	Kelly Lake to Nashwauk	.....	.....
42	Deer River to Fosston	1	520
43	Duluth Terminal Railway	.....	.....
44	Minneapolis Union Railway	.....	.....
45	Minneapolis Western Railway	.....	.....
46	Kelly Lake to Fermoy	.....	.....
	Total	159	$81,600

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 15. Water Stations.

Sec.	Location	Number	Value
1	St. Paul to University Switch	1	$5,600
2	University Switch to Northtown Junction	1	3,600
3	Minneapolis Junction to Cedar Lake	1	2,500
4	Cedar Lake to Breckenridge	12	64,300
5	Hopkins Branch		
6	Hutchinson Branch	4	13,700
7	Willmar to Jasper	9	106,800
8	Old S. C. & N		
9	Benson to Nassau	2	6,500
10	Morris to Browns Valley	2	5,400
11	Yarmouth Junction to west of Childs		
12	Northtown Junction to Sauk Rapids	4	16,300
13	Elk River to Milaca	1	3,300
14	East St. Cloud to Brookpark	4	15,500
15	Clearwater Junction to St. Cloud	3	10,100
16	St. Cloud to Willmar	3	10,500
17	East St. Cloud to Barnesville	10	38,900
18	Sauk Center to Park Rapids	4	13,300
19	Park Rapids to Cass Lake	3	12,400
20	Evansville to Tintah	1	3,200
21	Fergus Falls to Pelican Rapids	1	2,100
22	Moorhead to Brushvale	2	6,000
23	Barnesville to Moorhead	1	3,200
24	Barnesville to St. Vincent	11	43,200
25	Moorhead to Redland	3	8,700
26	Crookston to East Grand Forks	1	4,600
27	Wylie to St. Hilaire		
28	Red Lake Falls to Thief River Falls	1	2,900
29	Thief River Falls to Greenbush	3	9,700
30	Redland to Fosston	3	10,500
31	Coon Creek Junction to Hinckley	4	19,700
32	Sandstone to Quarries		
33	Hinckley to Foxboro	4	14,300
34	Eastern Minnesota Railway in Duluth		
35	State Line to Cloquet	1	2,900
36	Cloquet to Deer River	6	22,800
37	Brookston to Ellis	2	12,100
38	Mississippi to Dewey Lake	4	16,200
39	Chisholm to Virginia	3	14,100
40	South Range Line		
41	Kelly Lake to Nashwauk		
42	Deer River to Fosston	7	27,700
43	Duluth Terminal Railway		
44	Minneapolis Union Railway		
45	Minneapolis Western Railway	1	2,600
46	Kelly Lake to Fermoy	1	14,700
	Total	124	$569,900

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 16. Coal Stations.

No.	LOCATION	Chutes	Platforms	Value
1	St Paul to University Switch	1	.....	$14,500
2	University Switch to Northtown Junction	.....	.....	.....
3	Minneapolis Junction to Cedar Lake	1	.....	8,500
4	Cedar Lake to Breckenridge	4	2	37,800
5	Hopkins Branch	.....	.....	.....
6	Hutchinson Branch	.....	2	600
7	Willmar to Jasper	1	.....	8,500
8	Old S. C. & N.	.....	.....	.....
9	Benson to Nassau	.....	.....	.....
10	Morris to Browns Valley	.....	1	250
11	Yarmouth to west of Childs	.....	.....	.....
12	Northtown Junction to Sauk Rapids	.....	.....	.....
13	Elk River to Milaca	.....	.....	.....
14	East St. Cloud to Brookpark	.....	1	175
15	Clearwater Junction to St. Cloud	.....	.....	.....
16	St. Cloud to Willmar	.....	.....	.....
17	East St. Cloud to Barnesville	3	2	27,600
18	Sauk Center to Park Rapids	1	2	8,900
19	Park Rapids to Cass Lake	.....	.....	.....
20	Evansville to Tintah	.....	.....	.....
21	Fergus Falls to Pelican Rapids	.....	1	175
22	Moorhead to Brushvale	.....	.....	.....
23	Barnesville to Moorhead	.....	1	2,500
24	Barnesville to St. Vincent	2	3	22,500
25	Moorhead to Redland	.....	.....	.....
26	Crookston to East Grand Forks	.....	.....	.....
27	Wylie to St. Hilaire	.....	.....	.....
28	Red Lake Falls to Thief River Falls	.....	.....	.....
29	Thief River Falls to Greenbush	.....	1	200
30	Redland to Fosston	.....	.....	.....
31	Coon Creek Junction to Hinckley	.....	.....	.....
32	Sandstone to Quarries	.....	.....	.....
33	Hinckley to Foxboro	1	.....	9,500
34	Eastern Minnesota Railway in Duluth	.....	.....	.....
35	State Line to Cloquet	.....	.....	.....
36	Cloquet to Deer River	2	.....	21,500
37	Brookston to Ellis	.....	.....	.....
38	Mississippi to Dewey Lake	1	.....	12,500
39	Chisholm to Virginia	1	.....	8,500
40	South Range Line	.....	.....	.....
41	Kelly Lake to Nashwauk	.....	.....	.....
42	Deer River to Fosston	2	.....	18,000
43	Duluth Terminal Railway	.....	.....	.....
44	Minneapolis Union Railway	.....	.....	.....
45	Minneapolis Western Railway	.....	.....	.....
46	Kelly Lake to Fermoy	.....	.....	.....
	Total	20	16	$202,200

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 17. Station Buildings and Fixtures.

Section	Location	Brick or Stone Passenger or Combination Depots		Frame Passenger or Combination Depots		Brick or Stone Freight Depots		Frame Freight Depots		Loading Platforms		Total Value
		Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	
1	St. Paul to University Switch	1	$3,500	.....	.....	2	$96,500	2	$10,200	.....	.....	$110,200
2	University Switch to Northtown Jct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Minneapolis Junction to Cedar Lake..	1	35,000	.....	.....	2	79,900	.....	.....	.....	.....	114,900
4	Cedar Lake to Breckenridge	6	107,700	26	$69,900	.....	.....	1	2,100	12	$4,120	183,820
5	Hopkins Branch	.....	.....	.....	.....	.....	.....	.....	.....	1	170	170
6	Hutchinson Branch	.....	.....	13	27,900	.....	.....	.....	.....	1	310	28,210
7	Willmar to Jasper	.....	.....	18	44,300	.....	.....	.....	.....	11	2,570	46,870
8	Old S. C. & N.	.....	.....	2	5,600	.....	.....	.....	.....	3	260	5,860
9	Benson to Nassau	.....	.....	6	14,500	.....	.....	.....	.....	1	260	14,760
10	Morris to Browns Valley	.....	.....	7	19,700	.....	.....	.....	.....	5	1,230	20,930
11	Yarmouth Junction to west of Childs	.....	.....	.....	.....	.....	.....	.....	.....	2	330	330
12	Northtown Junction to Sauk Rapids	1	6,500	5	9,600	.....	.....	.....	.....	3	480	16,580
13	Elk River to Milaca	1	17,200	1	2,200	.....	.....	.....	.....	.....	.....	19,400
14	East St. Cloud to Brookpark	.....	.....	8	20,100	.....	.....	.....	.....	5	470	20,570
15	Clearwater Junction to St. Cloud	.....	.....	8	15,200	.....	.....	.....	.....	2	130	15,330
16	St. Cloud to Willmar	.....	.....	8	20,800	.....	.....	.....	.....	3	1,000	21,800
17	East St. Cloud to Barnesville	4	91,000	19	48,100	1	13,200	.....	.....	10	2,150	154,450
18	Sauk Center to Park Rapids	.....	.....	11	23,600	.....	.....	.....	.....	2	250	23,850
19	Park Rapids to Cass Lake	.....	.....	6	10,800	.....	.....	1	700	2	620	12,120
20	Evansville to Tintah	.....	.....	4	10,500	.....	.....	.....	.....	4	1,300	11,800
21	Fergus Falls to Pelican Rapids	.....	.....	3	6,500	.....	.....	.....	.....	2	930	7,430
22	Moorhead to Brushvale	.....	.....	5	9,700	.....	.....	.....	.....	7	2,710	12,410

				5	9,700					7	2,710	12,410
23	Barnesville to Moorhead	1	7,700	2	4,600	1	4,400			2	680	17,380
24	Barnesville to St. Vincent	2	60,000	20	63,600			2	5,600	38	12,170	141,370
25	Moorhead to Redland			9	23,400					11	4,270	27,670
26	Crookston to East Grand Forks			3	11,100					4	1,840	12,940
27	Wylie to St. Hilaire			1	700							700
28	Red Lake Falls to Thief River Falls			3	11,400					1	470	11,870
29	Thief River Falls to Greenbush			3	10,100					4	1,840	11,940
30	Redland to Fosston			5	19,900					6	2,750	22,650
31	Coon Creek Junction to Hinckley			7	22,400					1	70	22,470
32	Sandstone to Quarries											
33	Hinckley to Foxboro			5	12,600			2	800	1	210	13,610
34	Eastern Minnesota Railway in Duluth					1	7,600	1	5,500			13,100
35	State Line to Cloquet			3	3,800							3,800
36	Cloquet to Deer River			13	20,400					5	2,280	22,680
37	Brookston to Ellis											
38	Mississippi to Dewey Lake			8	11,400			1	1,700	2	880	13,980
39	Chisholm to Virginia			4	8,800					2	150	8,950
40	South Range Line											
41	Kelly Lake to Nashwauk			2	2,500							2,500
42	Deer River to Fosston			10	24,700			1	600	5	1,100	26,400
43	Duluth Terminal Railway											
44	Minneapolis Union Railway	1	342,500									342,500
45	Minneapolis Western Railway											
46	Kelly Lake to Fermoy			2	2,900							2,900
	Totals	18	$671,100	250	$613,300	7	$201,600	11	$27,200	158	$48,000	$1,561,200

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

BRICK OR STONE PASSENGER OR COMBINATION DEPOTS.

Sec.	1.	Hamline		$3,500	Sect. 17.	St. Cloud	$34,400	
	3.	Washington Avenue Depot		35,000		Sauk Center	6,600	
	4.	Wayzata	$13,200			Alexandria	29,200	
		Litchfield	17,700			Fergus Falls	20,800	
		Willmar	22,500					$91,000
		Benson	24,800		23.	Moorhead		7,700
		Morris	9,400		24.	Crookston	21,300	
		Breckenridge	20,100			Barnesville	38,700	
				107,700				60,000
	12.	Anoka		6,500	44.	Mpls. Union Depot		342,500
	13.	Princeton		17,200				
						Total		$671,100

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

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Item No. 18. Miscellaneous Buildings.

Sec.	Location	General Office Buildings		Division Headquarters		Commissary Buildings		Grain Elevators		Section Houses		Bunk Houses		Hand Car Houses		Ice Houses		Other Miscellaneous Buildings		Total Value
		Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	
1	St. Paul to University Switch	1	$643,500	.....	.....	1	$9,000	.....	.....	.....	.....	.....	.....	8	$580	2	$800	50	$38,900	$692,780
2	University Switch to Northtown Jct	.....	.....	.....	.....	.....	.....	1	$260,500	.....	.....	.....	.....	6	380	.....	.....	38	12,830	13,210
3	Minneapolis Junction to Cedar Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	250	.....	.....	22	400	264,150
4	Cedar Lake to Breckenridge	.....	.....	2	$17,500	.....	.....	.....	.....	24	$29,950	18	$4,000	36	2,490	3	13,500	60	15,620	83,060
5	Hopkins Branch	.....	.....	.....	.....	.....	.....	.....	.....	4	4,850	.....	.....	5	325	.....	.....	7	9,700	14,875
6	Hutchinson Branch	.....	.....	.....	.....	.....	.....	.....	.....	9	12,150	6	1,350	14	950	.....	.....	8	450	14,900
7	Willmar to Jasper	.....	.....	.....	.....	.....	.....	.....	.....	2	1,900	1	225	3	275	.....	.....	4	225	2,625
8	Old S. C. & N	.....	.....	.....	.....	.....	.....	.....	.....	1	1,200	5	1,375	6	380	.....	.....	12	575	3,530
9	Benson to Nassau	.....	.....	.....	.....	.....	.....	.....	.....	4	3,880	.....	.....	6	400	1	175	9	400	4,855
10	Morris to Browns Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	65	.....	.....	.....	.....	65
11	Yarmouth Jct. to west of Childs	.....	.....	.....	.....	.....	.....	.....	.....	5	6,500	.....	.....	12	775	.....	.....	11	650	7,925
12	Northtown Jct. to Sauk Rapids	.....	.....	.....	.....	.....	.....	.....	.....	2	2,300	.....	.....	5	325	.....	.....	2	60	2,685
13	Elk River to Milaca	.....	.....	.....	.....	.....	.....	.....	.....	4	4,950	.....	.....	10	650	.....	.....	14	1,075	6,675
14	East St. Cloud to Brookpark	.....	.....	.....	.....	.....	.....	.....	.....	3	3,300	5	1,200	10	650	.....	.....	4	275	5,425
15	Clearwater Jct. to St. Cloud	.....	.....	.....	.....	.....	.....	.....	.....	3	4,500	.....	.....	6	390	2	3,500	10	750	9,140
16	St. Cloud to Willmar	.....	.....	1	5,900	.....	.....	.....	.....	20	21,400	7	1,550	22	1,430	2	7,550	74	14,080	51,910
17	East St. Cloud to Barnesville	.....	.....	.....	.....	.....	.....	.....	.....	7	7,700	1	225	10	650	.....	.....	15	1,550	10,125
18	Sauk Center to Park Rapids	.....	.....	.....	.....	.....	.....	.....	.....	4	4,600	5	1,100	8	520	.....	.....	3	160	6,380
19	Park Rapids to Cass Lake	.....	.....	.....	.....	.....	.....	.....	.....	2	2,950	2	700	4	260	.....	.....	6	325	4,235
20	Evansville to Tintah	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	260	.....	.....	.....	.....	260
21	Fergus Falls to Pelican Rapids	.....	.....	.....	.....	.....	.....	.....	.....	2	2,950	.....	.....	4	260	.....	.....	1	65	3,275
22	Moorhead to Brushvale	.....	.....	.....	.....	.....	.....	.....	.....	2	1,900	1	225	2	130	.....	.....	3	1,075	3,330
23	Barnesville to Moorhead	.....	.....	1	7,700	.....	.....	.....	.....	18	21,600	10	2,250	19	1,175	5	5,350	32	9,150	47,225
24	Barnesville to St. Vincent	.....	.....	.....	.....	.....	.....	.....	.....	2	2,550	.....	.....	4	325	.....	.....	3	175	3,050
25	Moorhead to Redland	.....	.....	.....	.....	.....	.....	.....	.....	3	3,200	.....	.....	4	260	.....	.....	7	1,350	4,810
26	Crookston to East Grand Forks	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	65	.....	.....	.....	.....	65
27	Wylie to St. Hilaire	.....	.....	.....	.....	.....	.....	.....	.....	3	3,950	.....	.....	4	260	.....	.....	5	975	5,185
28	Red Lake Falls to Thief River Falls	.....	.....	.....	.....	.....	.....	.....	.....	4	3,575	4	1,550	6	390	.....	.....	10	450	5,965
29	Thief River Falls to Greenbush	.....	.....	.....	.....	.....	.....	.....	.....	5	5,200	6	1,975	8	520	1	4,500	19	6,380	18,575
30	Redland to Fosston	.....	.....	.....	.....	.....	.....	.....	.....	9	13,150	.....	.....	10	650	.....	.....	1	65	13,865
31	Coon Creek Jct. to Hinckley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32	Sandstone to Quarries	.....	.....	.....	.....	.....	.....	.....	.....	5	6,450	2	700	7	455	1	575	13	680	8,860
33	Hinckley to Foxboro	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	Eastern Minnesota Ry. in Duluth	.....	.....	.....	.....	.....	.....	.....	.....	2	2,700	3	1,075	3	195	.....	.....	5	925	4,895
35	State Line to Cloquet	.....	.....	.....	.....	.....	.....	.....	.....	14	16,170	6	2,610	18	1,320	.....	.....	14	5,460	25,560
36	Cloquet to Deer River	.....	.....	.....	.....	.....	.....	.....	.....	4	5,940	.....	.....	5	325	.....	.....	.....	.....	6,265
37	Brookston to Ellis	.....	.....	.....	.....	.....	.....	.....	.....	8	10,600	3	1,070	5	325	1	325	33	48,760	61,080
38	Mississippi to Dewey Lake	.....	.....	.....	.....	.....	.....	.....	.....	4	5,940	1	350	4	260	1	325	7	540	7,415
39	Chisholm to Virginia	.....	.....	.....	.....	.....	.....	.....	.....	1	1,500	.....	.....	2	130	.....	.....	3	275	1,905
40	South Range Line	.....	.....	.....	.....	.....	.....	.....	.....	1	1,200	.....	.....	2	130	.....	.....	2	75	1,405
41	Kelly Lake to Nashwauk	.....	.....	.....	.....	.....	.....	.....	.....	8	10,500	3	1,300	17	1,105	1	450	7	3,275	16,630
42	Deer River to Fosston	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	65	.....	.....	2	225	290
43	Duluth Terminal Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	120	.....	.....	10	640	760
44	Minneapolis Union Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	110	.....	.....	6	1,555	1,665
45	Minneapolis Western Railway	.....	.....	.....	.....	.....	.....	.....	.....	4	5,300	.....	.....	4	260	.....	.....	.....	.....	5,560
46	Kelly Lake to Fermoy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total	1	$643,500	4	$31,100	1	$9,000	1	$260,500	193	$236,505	89	$24,830	312	$20,840	20	$37,050	532	$183,120	$1,446,445

COMPLAINANT'S EXHIBIT 2. HOGELAND.--*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 19. Steam and Electric Power Plants, Gas Plants.

Sec.	LOCATION	Building	Machinery	Total
1	St. Paul to University Switch:			
	Mississippi St. Gas Plant	$6,950	$13,248	$20,198
	Jackson St. Power Plant	15,000	38,537	53,537
	Dale St. Power Plant	51,600	168,954	220,554
2	University Switch to Northtown Junction	.....	.....	None
3	Minneapolis Junction to Cedar Lake:			
	Minneapolis Junction	3,500	3,550	7,050
4	Cedar Lake to Breckenridge:			
	Willmar	12,100	9,619	21,719
	Breckenridge	7,300	12,967	20,267
5–16		.....	.....	None
17	East St. Cloud to Barnesville:			
	St. Cloud	6,700	14,950	21,650
	Melrose	3,000	5,500	8,500
18–29		.....	.....	.....
30	Redland to Fosston:			
	Redland	12,600	5,500	18,100
31–32		.....	.....	None
33	Hinckley to Foxboro:			
	Sandstone	4,500	2,157	6,657
34–37		.....	.....	None
38	Mississippi to Dewey Lake:			
	Kelly Lake	7,500	3,200	10,700
39–41		.....	.....	None
42	Deer River to Fosston:			
	Cass Lake	2,500	2,320	4,820
43–46		.....	.....	None
	Total	$133,250	$280,502	$413,752

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 20. General Repair Shops.

Sec.	Location	Building				Value
1	St. Paul to University Switch.....	Jackson Street:				
		Car shop.....	$76,600	Coal shed.....	$325	
		Car shop.....	49,700	Coal shed.....	280	
		Machine shop.....	58,500	Store house.....	275	
		Blacksmith shop.....	32,500	Coal shed.....	250	
		Paint shop.....	35,100	Store house.....	200	
		Store house.....	32,500	Store shed.....	200	
		Brass foundry.....	13,350	Bolt house.....	175	
		Two transfer tables.....	19,500	Office.....	175	
		Oil house.....	11,050	Shed.....	100	
		Foreman's office.....	5,200	Oil house.....	150	
		Lumber shed.....	4,700	Shed.....	50	
		Pattern shop.....	3,250	Wheel shed.....	70	
		Store house.....	1,900	Shanty.....	50	
		Lumber sheds, 6.....	1,125	Office.....	50	
		Dye house.....	650	Cleaning house.....	65	
		Fire engine house.....	650	Oil shed.....	35	
		Barn.....	525	Shanty.....	35	
		Scrap bins.....	350	Privies, 6.....	765	$350,400
		Dale Street:				
		Blacksmith shop.....	$191,700	Fuel shed.....	$875	
		Brass foundry.....	173,300	Oil cellar.....	650	
		Machine shop.....	162,600	Lumber shed.....	650	
		Store house.....	34,400	Flue shed.....	600	
		Transfer table.....	21,800	Flue shed.....	300	

		Laboratory building	13,000	Watch houses, 3	175	
		Scrap bins	12,200	Scrap bin	150	
		Cooling tower	8,650	Scrap house	85	
		Hydrant houses	1,950	Motor house	40	624,400
		Wheel house	1,275			
2–16						None
17	East St. Cloud to Barnesville	St. Cloud:				
		Car repair shop	$21,000	Shaving room	$400	
		Paint shop	14,600	Scrap house	200	
		Wood working shop	10,700	Oil house	200	
		Blacksmith shop	8,850	Scrap bin	160	
		Store house	7,600	Store house	150	
		Lumber sheds, 8	2,825	Stable	100	
		Scrap bin	1,800	Office	100	
		Well	1,500	Tool house	65	
		Platforms	600	Hydrant houses	40	
		Coal house	200	Privies, 15	700	71,990
		Coal bin	200			
						None
18–23						
24	Barnesville to St. Vincent	Barnesville:				
		Machine shop	$8,500	Engine room	$1,500	
		Blacksmith shop	7,200	Car shop	175	
		Store house	3,500	Coal bin	50	
		Oil house	3,000	Oil house	50	23,975
						None
25–46						
	Total					$1,070,765

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 21. Shop Machinery and Tools.

Sec.	LOCATION			Value
1	St. Paul to University Switch	Jackson St. Shops	$301,478	
		Jackson St. R. H.	12,131	
		Dale St. Shops	525,209	$838,818
2	University Switch to Northtown Junction			
3	Minneapolis Junction to Cedar Lake	Mpls. Junction		8,054
4	Cedar Lake to Breckenridge	Willmar	3,977	
		Benson	300	
		Morris	150	
		Breckenridge	22,127	26,554
5	Hopkins Branch			
6	Hutchinson Branch	Hutchinson		150
7	Willmar to Jasper			
8	Old C. S. & N.			
9	Benson to Nassau			
10	Morris to Browns Valley	Browns Valley		300
11	Yarmouth Junction to west of Childs			
12	Northtown Junction to Sauk Rapids			
13	Elk River to Milaca			
14	East St. Cloud to Brookpark	Milaca		300
15	Clearwater Junction to St. Cloud			
16	St. Cloud to Willmar			
17	East St. Cloud to Barnesville	St. Cloud	58,360	
		Melrose	1,000	
		Evansville	150	59,510
18	Sauk Center to Park Rapids	Park Rapids		300
19	Park Rapids to Cass Lake	Akeley		150
20	Evansville to Tintah			
21	Fergus Falls to Pelican Rapids	Pelican Rapids		150
22	Moorhead to Brushvale			
23	Barnesville to Moorhead	Moorhead		750
24	Barnesville to St. Vincent	Barnesville		5,963
25	Moorhead to Redland			
26	Crookston to East Grand Forks			
27	Wylie to St. Hilaire			
28	Red Lake Falls to Thief River Falls			
29	Thief River Falls to Greenbush	Greenbush		300
30	Redland to Fosston	Redland		5,180
31	Coon Creek Junction to Hinckley			
32	Sandstone to Quarries			
33	Hinckley to Foxboro	Sandstone		2,680
34	Eastern Minnesota Railway in Duluth			
35	State Line to Cloquet			
36	Cloquet to Deer River			
37	Brookston to Ellis			
38	Mississippi to Dewey Lake	Kelly Lake		750
39	Chisholm to Virginia			
40	South Range Line			
41	Kelly Lake to Nashwauk			
42	Deer River to Fosston	Cass Lake		3,622
43	Duluth Terminal Railway			
44	Minneapolis Union Railway			
45	Minneapolis Western Railway			
46	Kelly Lake to Fermoy			
	Total			$953,531

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 22. Engine Houses, Turntables and Cinder Pits.

Sec.	Location		Engine Houses	Turn-tables	Cinder Pits	Total Value
1	St. Paul to University Switch	Jackson Street (New House)	$57,500	$6,500	$7,500	$71,500
		Jackson Street (Old House)	46,200	4,900	.....	51,100
2	.....	.....	.....	.....	.....	None
3	Minneapolis Junction to Cedar Lake	Minneapolis Junction	52,500	6,500	3,000	62,000
4	Cedar Lake to Breckenridge	Willmar	54,600	6,500	4,500	65,600
		Benson	2,800	.....	.....	2,800
		Morris	1,400	.....	.....	1,400
		Breckenridge	58,800	6,500	4,500	69,800
5	.....	.....	.....	.....	.....	None
6	Hutchinson Branch	Mound	1,400	4,500	.....	5,900
		Hutchinson	1,400	1,800	.....	3,200
7–9	.....	.....	.....	.....	.....	None
10	Morris to Browns Valley	Browns Valley	2,800	4,500	.....	7,300
11–13	.....	.....	.....	.....	.....	None
14	East St. Cloud to Brookpark	Milaca	2,800	4,500	.....	7,300
15–16	.....	.....	.....	.....	.....	None
17	East St. Cloud to Barnesville	St. Cloud	10,500	.....	.....	10,500
		Melrose	42,500	8,900	5,000	56,400
		Sauk Center	.....	1,800	.....	1,800
		Evansville	1,400	4,500	.....	5,900
		Fergus Falls	.....	1,800	.....	1,800
18	Sauk Center to Park Rapids	Eagle Bend	.....	1,800	.....	1,800
		Park Rapids	2,800	4,500	.....	7,300

			1,400	4,500		5,900
19	Park Rapids to Cass Lake	Akeley				None
20			1,400	1,800		3,200
21	Fergus Falls to Pelican Rapids	Pelican Rapids				None
22			10,500	4,700		15,200
23	Barnesville to Moorhead	Moorhead	42,500	8,900	4,800	56,200
24	Barnesville to St. Vincent	Barnesville				None
25–28			2,800	4,500		7,300
29	Thief River Falls to Greenbush	Greenbush	44,000	8,900	4,800	57,700
30	Redland to Fosston	Redland				None
31–32			42,000	8,900	5,300	56,200
33	Hinckley to Foxboro	Sandstone		4,500		4,500
34	Eastern Minnesota Railway in Duluth					None
35			2,800			2,800
36	Cloquet to Deer River	Swan River				None
37			18,000		4,500	22,500
38	Mississippi to Dewey Lake	Kelly Lake				None
39–41			45,000	8,900	4,800	58,700
42	Deer River to Fosston	Cass Lake				None
43–44			3,500			3,500
45	Minneapolis Western Railway	Minneapolis				None
46						
	Total		$553,300	$125,100	$48,700	$727,100

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 23. Track Scales.

Sec.	LOCATION	No.	Value
1	St. Paul to University Switch	3	$6,000
2	University Switch to Northtown Junction	.....	None
3	Minneapolis Junction to Cedar Lake	2	4,500
4	Cedar Lake to Breckenridge	2	4,500
5–13	.....	.....	None
14	East St. Cloud to Brookpark	1	2,000
15–16	.....	.....	None
17	East St. Cloud to Barnesville	4	7,900
18–23	.....	.....	None
24	Barnesville to St. Vincent	1	2,000
25–27	.....	.....	None
28	Red Lake Falls to Thief River Falls	1	2,000
29	.....	.....	None
30	Redland to Fosston	1	2,500
31–32	.....	.....	None
33	Hinckley to Foxboro	1	2,500
34–37	.....	.....	None
38	Mississippi to Dewey Lake	1	2,000
39–41	.....	.....	None
42	Deer River to Fosston	1	2,000
43	Duluth Terminal Railway	1	1,800
44–46	.....	.....	None
	Total	19	$39,700

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 24. Docks and Wharves.

Sec.	LOCATION		No.	Size	Valuation
4	Cedar Lake to Breckenridge	Wayzata	1	16′x150′	$1,400
6	Hutchinson Branch	Spring Park	1	16′x100′	1,100
43	Duluth Terminal Railway	Duluth	1	140′x895′	35,000
	Total		....	.....	$37,500

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 25. Interlocking Plants.

Sec.	Location	Tower		Number of Levers	Value		Total Value	
		Kind	Size		Tower	Machinery		
1	St. Paul to University Switch:							
	Seventh Street	Brick	12′x16′	48	$1,849	$15,408	$17,257	
	Westminster Street	Brick	12′x16′	40	1,849	13,995	15,844	
	Mississippi Street	Brick	9′x18′	48	1,722	15,415	17,137	
	Como Avenue	Brick	12′x16′	40	1,849	13,470	15,319	
	St. Anthony Park	Wood	14′x25′	48	1,650	12,750	14,400	
								$79,957
2–3								None
4	Cedar Lake to Breckenridge:							
	Wayzata	Wood	14′x14′	16	1,100	4,100	5,200	
	Breckenridge, 40%	Wood	14′x14′	24	440	1,960	2,400	
								7,600
5–7								None
8	Old S. C. & N.:							
	Manley	Wood	14′x14′	16	1,100	3,700		4,800
9–11								None
12	Northtown Junction to Sauk Rapids:							
	Coon Creek Junction	Wood	14′x16′	32	1,200	4,800		6,000
13–15								None
16	St. Cloud to Willmar:							
	Paynesville	Wood	14′x14′	16	1,100	5,000		6,100
17	East St. Cloud to Barnesville							None
18	Sauk Center to Park Rapids:							
	Wadena	Wood	14′x16′	28	1,200	7,000		8,200
19	Park Rapids to Cass Lake							

20	Evansville to Tintah:							6,000
	Elbow Lake	Wood	14′x14′	16	1,100	4,900		None
21–22								11,900
23	Barnesville to Moorhead:							
	Moorhead	Wood	14′x22′	41	1,325	10,575		6,300
24	Barnesville to St. Vincent:							None
	Glyndon	Wood	14′x14′	20	1,100	5,200		
25–29								4,800
30	Redland to Fosston:							
	Tilden Junction	Wood	14′x14′	12	1,100	3,700		7,200
31	Coon Creek Junction to Hinckley:							None
	Hinckley	Wood	14′x14′	24	1,100	6,100		
32–34								
35	State Line to Cloquet:							
	Huson	Wood	14′x14′	8	1,100	2,530	3,630	
	Carlton	Wood	17′x28′	56	1,800	15,185	16,985	20,615
36	Cloquet to Deer River:							7,396
	Brookston	Wood	14′x14′	24	1,100	6,296		None
37–39								5,700
40	South Range Line:							
	Emmert	Wood	14′x14′	20	1,100	4,600		None
41–43								10,700
44	Minneapolis Union Railway:							
	Fifteenth Avenue, Minneapolis	Wood	14′x20′	36	1,380	9,320		None
45–46								$193,268
	Total							

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 26. Signal Apparatus.

Sec.	Location	Block Signals	Crossing Bells	T. O. Signals and Derails	Total
1	St. Paul to University Switch	$29,334	.....	$100	$29,434
2	University Switch to Northtown Junction	.....	.....	.....	.....
3	Minneapolis Junction to Cedar Lake	.....	.....	112	112
4	Cedar Lake to Breckenridge	.....	$335	3,012	3,347
5	Hopkins Branch	.....	.....	.....	.....
6	Hutchinson Branch	.....	.....	120	120
7	Willmar to Jasper	.....	.....	204	204
8	Old S. C. & N.	.....	.....	24	24
9	Benson to Nassau	.....	.....	72	72
10	Morris to Browns Valley	.....	.....	84	84
11	Yarmouth Junction to west of Childs	.....	.....	12	12
12	Northtown Junction to Sauk Rapids	.....	.....	.....	.....
13	Elk River to Milaca	.....	.....	12	12
14	East St. Cloud to Brookpark	.....	.....	48	48
15	Clearwater Junction to St. Cloud	.....	.....	60	60
16	St. Cloud to Willmar	.....	.....	60	60
17	East St. Cloud to Barnesville	.....	.....	340	340
18	Sauk Center to Park Rapids	.....	.....	96	96
19	Park Rapids to Cass Lake	.....	.....	24	24
20	Evansville to Tintah	.....	.....	24	24
21	Fergus Falls to Pelican Rapids	.....	.....	12	12
22	Moorhead to Brushvale	.....	.....	48	48
23	Barnesville to Moorhead	.....	.....	36	36
24	Barnesville to St. Vincent	725	.....	528	1253
25	Moorhead to Redland	.....	.....	108	108
26	Crookston to East Grand Forks	.....	.....	300	300
27	Wylie to St. Hilaire	.....	.....	.....	.....
28	Red Lake Falls to Thief River Falls	.....	.....	36	36
29	Thief River Falls to Greenbush	.....	.....	36	36
30	Redland to Fosston	.....	.....	524	524
31	Coon Creek Junction to Hinckley	.....	.....	800	800
32	Sandstone to Quarries	.....	.....	.....	.....
33	Hinckley to Foxboro	.....	.....	812	812
34	Eastern Minnesota Railway in Duluth	.....	.....	.....	.....
35	State Line to Cloquet	24,610	350	600	25,560
36	Cloquet to Deer River	28,580	.....	1,400	29,980
37	Brookston to Ellis	4,042	.....	400	4,442
38	Mississippi to Dewey Lake	.....	.....	512	512
39	Chisholm to Virginia	.....	.....	512	512
40	South Range Line	.....	.....	12	12
41	Kelly Lake to Nashwauk	.....	.....	112	112
42	Deer River to Fosston	.....	.....	912	912
43	Duluth Terminal Railway	.....	.....	.....	.....
44	Minneapolis Union Railway	15,366	400	.....	15,766
45	Minneapolis Western Railway	.....	.....	.....	.....
46	Kelly Lake to Fermoy	.....	.....	200	200
	Totals	$102,657	$1,085	$12,304	$116,046

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 27. Telegraph Lines and Appurtenances.

Sec. 2	LOCATION	Value
1	St. Paul to University Switch	$19,232
2	University Switch to Northtown Junction	4,728
3	Minneapolis Junction to Cedar Lake	10,939
4	Cedar Lake to Breckenridge	101,292
5	Hopkins Branch	None
6	Hutchinson Branch	8,203
7	Willmar to Jasper	44,332
8	Old S. C. & N.	3,176
9	Benson to Nassau	8,664
10	Morris to Browns Valley	3,722
11	Yarmouth Junction to west of Childs	1,847
12	Northtown Junction to Sauk Rapids	30,958
13	Elk River to Milaca	6,554
14	East St. Cloud to Brookpark	11,136
15	Clearwater Junction to St. Cloud	24,649
16	St. Cloud to Willmar	13,484
17	East St. Cloud to Barnesville	90,712
18	Sauk Center to Park Rapids	14,439
19	Park Rapids to Cass Lake	7,758
20	Evansville to Tintah	5,079
21	Fergus Falls to Pelican Rapids	3,398
22	Moorhead to Brushvale	12,379
23	Barnesville to Moorhead	12,090
24	Barnesville to St. Vincent	43,386
25	Moorhead to Redland	13,228
26	Crookston to East Grand Forks	8,499
27	Wylie to St. Hilaire	None
28	Red Lake Falls to Thief River Falls	4,236
29	Thief River Falls to Greenbush	6,480
30	Redland to Fosston	12,820
31	Coon Creek Junction to Hinckley	14,097
32	Sandstone to Quarries	None
33	Hinckley to Foxboro	11,867
34	Eastern Minnesota Railway in Duluth	180
35	State Line to Cloquet	5,443
36	Cloquet to Deer River	21,706
37	Brookston to Ellis	9,584
38	Mississippi to Dewey Lake	7,256
39	Chisholm to Virginia	4,173
40	South Range Line	2,181
41	Kelly Lake to Nashwauk	1,827
42	Deer River to Fosston	22,666
43	Duluth Terminal Railway	593
44	Minneapolis Union Railway	None
45	Minneapolis Western Railway	None
46	Kelly Lake to Fermoy	5,751
	Total	$634,744

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 28. Telephone Lines and Appurtenances.

Sec.	LOCATION	Value
1	St. Paul to University Switch	$670
2	University Switch to Northtown Junction	None
3	Minneapolis Junction to Cedar Lake	809
4	Cedar Lake to Breckenridge	17,142
5–16		None
17	East St. Cloud to Barnesville	108
18–22		None
23	Barnesville to Moorhead	71
24	Barnesville to St. Vincent	425
25–29		None
30	Redland to Fosston	112
31–34		None
35	State Line to Cloquet	2,739
36	Cloquet to Deer River	2,910
37	Brookston to Ellis	7,320
38	Mississippi to Dewey Lake	1,278
39	Chisholm to Virginia	2,672
40	South Range Line	1,551
41	Kelly Lake to Nashwauk	None
42	Deer River to Fosston	86
43–46		None
	Total	$37,893

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 29. Contingencies.

To cover the increased cost of the work due to all unforeseen causes, such as fires, floods, tornadoes, accidents, strikes, etc., 10% of the following items is taken:

2.	Grading, clearing and grubbing	$22,155,453
3.	Protection work, rip rap, retaining walls	850,069
6.	Ballast	3,861,360
10.	Tracklaying and surfacing	2,416,201
11.	Bridges, trestles and culverts	6,814,201
13.	Fences, cattle guards and signs	448,864
14.	Stock yards and appurtenances	81,600
15.	Water stations	569,900
16.	Coal stations	202,200
17.	Station buildings and fixtures	1,561,200
18.	Miscellaneous buildings	1,446,445
19.	Steam and electric power plants, gas plants	413,752
20.	General repair shops	1,070,765
22.	Engine houses, turntables and cinder pits	727,100
23.	Track scales	39,700
24.	Docks and wharves	37,500
25.	Interlocking plants	193,268
26.	Signal apparatus	116,046
27.	Telegraph lines and appurtenances	634,744
28.	Telephone lines and appurtenances	37,893
	Total	$43,678,261

10% of $43,678,261.00 equals $4,367,826.00.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 30. Engineering, Superintendence, Legal Expenses.

Engineering, superintendence and legal expenses are estimated at 4½% of items 1 to 29, inclusive.
4½% of $97,007,750.00 equals $4,365,349.00.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 31. Locomotives.

The total cost to reproduce the locomotives on the system amounts to $16,210,048.00
Made up as follows:

Class	Number of Engines	Weight of Each	Value
A–1	1	80420	$6,836
2	2	103,300	17,561
3	2	108,200	18,394
4	3	87,050	22,198
5	15	102,550	130,751
6	4	138,100	46,954
7	10	130,800	111,180
8	3	134,110	34,198
9	46	156,480	611,837
10	5	148,480	63,104
B–1	1	88,700	7,539
2	1	99,600	8,466
3	3	82,800	21,114
4	4	88,000	29,920
5	4	94,975	32,292
6	6	109,250	55,717
7	1	99,400	8,449
8	5	93,500	39,738
9	8	93,900	63,852
10	7	93,800	55,811
11	2	118,900	20,213
12	1	106,600	9,361
13	10	98,300	83,555
14	6	91,600	46,716
15	9	93,600	71,604
16	4	102,650	34,901
17	3	90,800	23,154
18	2	94,500	16,065
19	35	99,000	294,525
20	10	118,500	100,725
21	19	117,210	180,794
22	5	117,210	49,814
23	1	126,000	10,710
D–1	3	123,600	31,518
2	59	122,510	614,388
4	27	145,480	333,877
5	27	152,900	350,905
E–1	2	134,650	20,736
3	10	190,600	146,762
4	2	118,200	18,203
Carried forward	368		$3,844,437

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 31. Locomotives.

(Continued)

CLASS	Number of Engines	Weight of Each	Value
Brought forward	368	.....	$3,844,437
E–6	15	193,000	222,915
7	19	161,200	235,836
8	20	206,200	317,548
9	2	165,280	25,453
10	8	192,215	118,404
11	1	160,600	12,366
12	2	157,600	24,270
13	2	147,000	22,638
F–1	65	159,050	796,045
2	5	165,980	63,902
3	1	190,450	14,665
4	1	169,400	13,044
5	15	225,400	260,337
6	20	233,300	359,282
7	10	225,600	173,712
8	125	227,140	2,186,223
9	25	230,950	444,579
10	1	229,850	17,698
G–1	16	169,500	208,824
2	19	190,350	278,482
3	50	211,150	812,927
4	10	211,750	163,048
5	7	230,475	124,226
H–1	6	242,900	112,220
2	34	255,900	669,176
3	1	256,600	19,758
J–1	49	234,800	885,900
2	100	234,800	1,807,960
3	1	234,800	18,080
K–1	10	233,800	180,026
L–1	22	374,800	634,911
2	45	318,000	1,116,870
VVE	3	105,133	24,286
	1078		$16,210,048

The locomotive mileage for the system for the year ending June 30th, 1908, amounted to 24,508,874 miles.

The locomotive mileage for the State of Minnesota for the year ending June 30th, 1908, amounted to 8,268,420 miles, which is 33.74% of the mileage for the system.

33.74% of $16,210,048.00 equals $5,469,270.00, which is the amount used as the cost to reproduce the locomotives in Minnesota.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 32. Passenger Equipment.

The total cost to reproduce the passenger equipment on the system amounts to		$5,810,775.00
Made up as follows:		
38	Postal cars	$221,612
38	Baggage and mail cars	137,885
47	Baggage, mail and express cars	253,949
48	Baggage cars	204,803
40	Baggage and express cars	195,247
38	Express refrigerator cars	130,095
36	Passenger and baggage cars	110,436
163	Coaches—Second class	843,041
24	Smoking cars	180,506
144	Coaches—First class	1,248,125
32	Tourist cars	260,023
3	Dining and parlor cars	39,470
27	Dining cars	383,031
18	Buffet parlor cars	196,043
70	Sleeping cars	1,091,780
11	Observation cars	183,560
24	Official cars	128,514
1	Air brake instruction car	2,655
802	Cars	$5,810,775

The passenger car mileage for the system for the year ending June 30th, 1908, amounted to 49,716,433 miles.

The passenger car mileage for the State of Minnesota for the year ending June 30th, 1908, amounted to 16,136,212 miles, which is 32.46% of the mileage for the system.

32.46% of $5,810,775.00 equals $1,886,178.00, which is the amount used as the cost to reproduce the passenger equipment in Minnesota.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 33. Freight Car Equipment.

The total cost to reproduce the freight car equipment on the system amounts to		$32,464,727.00
Made up as follows:		
26,542	Box cars	$19,704,510
590	Refrigerator cars	559,224
42	Beer cars	29,087
12	Fruit cars	6,609
5	Hay cars	2,012
989	Furniture cars	658,659
2,005	Stock cars	1,162,173
4,046	Flat cars	2,239,592
828	Sand cars	475,753
624	Coal cars	340,214
1,401	Gondola cars	854,155
447	Ballast and ore cars	597,229
5,390	Ore cars	5,481,842
603	Cabooses	353,668
43,531	Cars	$32,464,727

The freight car mileage for the system for the year ending June 30th, 1908, amounted to 337,979,272 miles.

The freight car mileage for the State of Minnesota for the year ending June 30th, 1908, amounted to 129,212,815 miles, which is 38.23% of the mileage for the system.

38.23% of $32,464,727.00 equals $12,411,265.00, which is the amount used as the cost to reproduce the freight car equipment in Minnesota.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 34. Miscellaneous Equipment.

The total cost to reproduce the miscellaneous equipment on the system amounts to		$1,481,772.00
Made up as follows:		
620	Ballast cars	$374,937
126	Boarding cars	70,613
23	Supply cars	15,513
17	Derrick cars	39,889
15	Derricks (steam)	204,633
3	Locomotives steam cranes	25,392
34	Tool cars	23,274
12	Pile Drivers	64,720
20	Steam shovels	190,434
10	Rotary snow plows	207,111
9	Snow plows	33,586
49	Dozers	33,080
1	Flanger	236
14	Carpenter cars	10,169
21	Dirt unloaders	98,943
1	Hydraulic car	372
105	Cinder cars	51,316
61	Water cars	31,061
15	Steam shovel tanks	6,472
1,156	Cars	$1,481,772

The total main and side track mileage of the system, June 30th, 1908, was 8,528.98 miles.

The main and side track mileage in the State of Minnesota, June 30th, 1908, was 2,779.30 miles, which is 32.59% of the mileage of the system.

32.59% of $1,481,772.00 equals $482,909.00, which is the amount used as the cost to reproduce the miscellaneous equipment in Minnesota.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 35. Marine Equipment.

The Great Northern Railway owns no marine equipment.

COMPLAINANT'S EXHIBIT 2. HOGELAND.—*Cont.*

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 36. Freight on Construction Material.

Sec.	Location	To Material Yard at	Ties				Rails, Track Fastenings, Etc.				Total Freight
			From	Weight in Pounds	Rate	Freight	From	Weight in Tons	Rate	Freight	
1	St. Paul to University Switch	St. Paul	Cloquet	48,315,750	5½	$26,574	St. Paul				$26,574
2	Univ. Switch to Northtown Jct.	Minneapolis	Cloquet	12,980,700	5½	7,139	Minneapolis				7,139
3	Minneapolis Jct. to Cedar Lake	Minneapolis	Cloquet	17,103,150	5½	9,407	Minneapolis				9,407
4	Cedar Lake to Brookenridge	Minneapolis	Cloquet	55,139,650	5½	30,327	Minneapolis				30,327
		Willmar	Cloquet	76,145,300	11	83,759	Minneapolis	22,779.54	11.9	$54,215	137,974
5	Hopkins Branch	Minneapolis	Cloquet	1,833,900	5½	1,009	Minneapolis				1,009
6	Hutchinson Branch	Wayzata	Cloquet	20,329,500	8	16,264	Minneapolis	4,961.97	5.6	5,557	21,821
7	Willmar to Jasper	Willmar	Cloquet	64,709,400	11	71,246	Minneapolis	16,924.44	11.9	40,280	111,526
8	Old S. C. & N.	Garretson, S. D.	Cloquet	5,026,500	18½	9,299	Minneapolis	1,281.75	12.5	3,204	12,503
9	Benson to Nassau	Benson	Cloquet	20,311,500	12½	25,389	Minneapolis	4,864.38	14.2	13,815	39,204
10	Morris to Browns Valley	Morris	Cloquet	22,021,200	13	28,628	Minneapolis	5,057.19	16.2	16,385	45,013
11	Yarmouth Jct. to west of Childs	Yarmouth Jct.	Cloquet	3,978,900	13½	5,372	Minneapolis	930.28	18.5	3,442	8,814
12	Northtown Jct. to Sauk Rapids	Minneapolis	Cloquet	33,030,900	5½	18,167	Minneapolis				18,167
13	Elk River to Milaca	Elk River	Cloquet	14,864,100	5½	8,175	Minneapolis	3,382.10	6.8	4,600	12,775
14	East St. Cloud to Brookpark	East St. Cloud	Cloquet	29,197,350	7	20,438	Minneapolis	8,924.02	9.5	16,956	37,394
15	Clearwater Jct. to St. Cloud	Minneapolis	Cloquet	30,775,800	5½	16,927	Minneapolis				16,927
16	St. Cloud to Willmar	St. Cloud	Cloquet	28,262,250	7	19,784	Minneapolis	3,700.63	9.5	16,548	36,332
17	East St. Cloud to Barnesville	St. Cloud	Cloquet	89,559,900	7	62,692	Minneapolis	27,435.88	9.5	52,128	114,820
18	Sauk Center to Park Rapids	Sauk Center	Cloquet	41,328,600	11½	47,528	Minneapolis	10,007.14	13.0	26,019	73,547
19	Park Rapids to Cass Lake	Cass Lake	Cloquet	24,398,250	12½	30,498	Superior	6,423.24	17.3	22,224	52,722
20	Evansville to Tintah	Evansville	Cloquet	13,886,850	12	16,664	Minneapolis	3,512.61	16.2	11,381	28,045
21	Fergus Falls to Pelican Rapids	Fergus Falls	Cloquet	9,616,050	13	12,501	Minneapolis	2,149.81	18.5	7,954	20,455
22	Moorhead to Brushvale	Moorhead	Cloquet	16,635,900	15½	25,786	Minneapolis	5,944.43	21.7	25,799	51,585
23	Barnesville to Moorhead	Moorhead	Cloquet	11,367,000	15½	17,619	Minneapolis	3,431.65	21.7	14,893	32,512
24	Barnesville to St. Vincent	Redland	Cloquet	91,518,450	15½	141,854	Superior	28,849.78	23.2	133,863	275,717
25	Moorhead to Redland	Redland	Cloquet	29,128,800	15½	45,150	Superior	7,022.21	23.2	32,583	77,733
26	Crookston to East Grand Forks	Redland	Cloquet	12,378,000	15½	19,186	Superior	3,789.92	23.2	17,585	36,771
27	Wylie to St. Hilaire	St. Hilaire	Cloquet	3,190,500	15½	4,945	Superior	669.16	23.2	3,105	8,050
28	Red Lake Falls to Thief Riv. F'ls	Red Lake Falls	Cloquet	10,109,550	15½	15,670	Superior	2,362.40	22.8	10,773	26,443
29	Thief River Falls to Greenbush	Thief Riv. Falls	Cloquet	17,757,600	15½	27,524	Superior	4,276.85	23.6	20,187	47,711
30	Redland to Fosston	Redland	Cloquet	29,607,150	15½	45,891	Superior	9,052.43	23.2	42,003	87,894
31	Coon Creek Jct. to Hinckley	Hinckley	Cloquet	35,574,600	5½	19,566	Superior	12,252.60	10.0	24,506	44,072
32	Sandstone to Quarries	Sandstone	Cloquet	2,168,250	5	1,084	Superior	557.43	9.5	1,059	2,143
33	Hinckley to Foxboro	Superior	Cloquet	26,915,850	3½	9,421	Superior				9,421
34	Eastern Minnesota Ry. in Duluth	Duluth	Cloquet	420,000	3½	147	Duluth				147
35	State Line to Cloquet	Superior	Cloquet	16,259,400	3½	5,691	Superior				5,691
36	Cloquet to Deer River	Superior	Locally				Superior				
37	Brookston to Ellis	Brookston	Locally				Superior	7,500.89	7.0	10,585	10,585
38	Mississippi to Dewey Lake	Swan River	Locally				Superior	9,668.25	10.0	19,337	19,337
39	Chisholm to Virignia	Hibbing	Locally				Superior	5,536.73	10.0	11,053	11,053
40	South Range Line	Hibbing	Locally				Superior	1,524.14	10.0	3,048	3,048
41	Kelly Lake to Nashwauk	Hibbing	Locally				Superior	3,312.70	10.0	6,625	6,625
42	Deer River to Fosston	Bemidji	Locally				Superior	17,280.82	18.9	65,321	65,321
43	Duluth Terminal Railway	Duluth	Cloquet	1,381,650	3½	4,836	Duluth				4,836
44	Minneapolis Union Railway	Minneapolis	Cloquet	4,257,600	5½	2,342	Minneapolis				2,342
45	Minneapolis Western Railway	Minneapolis	Cloquet	2,622,000	5½	1,442	Minneapolis				1,442
46	Kelly Lake to Fermoy	Fermoy	Locally				Superior	4,158.51	8.5	7,060	7,060
	Totals					$955,941				$744,102	$1,700,043

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GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 37. General Expenses.

General expenses are estimated at 1½% of items 1 to 36, inclusive.
1½% of $123,322,764.00 equals $1,849,841.00.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 38. Interest During Construction.

Interest during construction is estimated at 24% of all items except equipment.

12% of equipment	$25,181,516.00
24% of $104,922,983.00 equals	2,429,955.00
12% of 20,249,622.00 equals	
Total	$27,611,471.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 39. Stores and Supplies in Minnesota.

Total value of material carried by Storekeepers in Minnesota, June 30th, 1908	$3,240,178.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 40. Lines under Construction.

Value of Right of Way and station grounds on lines under construction	$23,207.00
Money expended on lines under construction, except for right of way and station grounds	114,998.00
Value of material in stock on lines under construction	206.00
Total	$138,411.00

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA, JUNE 30th, 1908.

Item No. 41. Interest in Terminal Railways.

Interest in Minnesota Transfer Railway	$575,619.00
Interest in St. Paul Union Depot Company	610,572.00
Total	$1,186,191.00

COMPLAINANT'S EXHIBIT 3. HOGELAND.

GREAT NORTHERN RAILWAY.

LINES IN MINNESOTA.

Statement showing Sources from which Grading Quantities for Lines in Minnesota were compiled.

Sec.	Line	Quantities for which Contractors were paid on original Construction Cu. Yds.	Profile Estimate Cu. Yds.	Extra work on Record Cu. Yds.	Extra work not on Record Cu. Yds.	Total Cu. Yds.
1	St. Paul to University Switch	25,739	4,104,791	.....	.....	4,130,530
2	University Switch to Northtown Junction	.....	286,500	.....	.....	286,500
3	Minneapolis Junction to Cedar Lake	.....	690,396	660,450	135,084	1,485,930
4	Cedar Lake to Breckenridge	.....	3,142,550	4,637,410	157,130	7,937,090
5	Hopkins Branch	37,200	.....	1,200	2,520	40,920
6	Hutchinson Branch	689,593	.....	79,485	58,442	827,520
7	Willmar to Jasper	2,900,321	.....	1,321,179	145,000	4,366,500
8	Old S. C. & N	.....	293,940	.....	.....	293,940
9	Benson to Nassau	717,673	.....	51,060	23,577	792,310
10	Browns Valley Branch	406,946	.....	65,901	20,993	493,840
11	Yarmouth Junction to west of Childs	.....	120,860	.....	.....	120,860
12	Northtown Junction to Sauk Rapids	.....	719,860	.....	.....	719,860
13	Elk River to Milaca	400,899	.....	40,087	40,094	481,080
14	St. Cloud to Hinckley	1,540,400	.....	663,942	45,458	2,249,800
15	Clearwater Junction to St. Cloud	904,711	.....	575,353	45,236	1,525,300
15½	St. Cloud to Dam	34,685	.....	.....	3,475	38,160
16	St. Cloud to Willmar	883,573	.....	357,990	88,357	1,329,920
17	St. Cloud to Barnesville	2,909,808	.....	2,514,287	479,630	5,903,725
18	Sauk Centre to Park Rapids	1,302,979	.....	129,530	130,291	1,562,800
19	Park Rapids to Cass Lake	1,218,643	.....	98,610	60,937	1,378,190
20	Evansville to Tintah	596,177	.....	60,502	59,621	716,300
21	Fergus Falls to Pelican Rapids	217,865	.....	1,950	19,835	239,650

		426,334		8,299	21,317	455,950
22	Moorhead to Brushvale		310,360			310,360
23	Barnesville to Moorhead		2,203,820			2,203,820
24	Barnesville to St. Vincent	615,491		60,091	61,548	743,130
25	Moorhead to Carman		351,730			351,730
26	Crookston to East Grand Forks	165,037			16,503	181,540
27	Ives to St. Hilaire	435,822		63,804	43,574	543,200
28	Red Lake Falls to Thief River Falls	471,598			23,582	495,180
29	Thief River Falls to Greenbush	703,999		312,287	70,404	1,086,690
30	Carman to Fosston	1,030,217		250,000	64,013	1,344,230
31	Coon Creek to Hinckley	59,020			2,960	61,980
32	Sandstone to Quarries	1,217,435		889,497	60,878	2,167,810
33	Hinckley to Foxboro		91,350			91,350
34	Eastern Minnesota Ry., in Duluth	1,026,254		930,667	68,819	2,025,740
35	State Line to Cloquet	209,355	774,839	1,276,013	9,193	2,269,400
36	Cloquet to Deer River	1,069,814		535,989	47,257	1,653,060
37	Brookston to Ellis		763,000	864,540		1,627,540
38	Mississippi to Dewey Lake	490,470		524,443	70,887	1,085,800
39	Chisholm to Virginia	228,937		229,940	40,413	499,290
40	South Range Line	195,734		559,936		755,670
41	Kelly Lake to Nashwauk	2,601,808		470,661	250,921	3,323,390
42	Deer River to Fosston		69,200			69,200
43	Duluth Terminal Railway	183,760	115,600			299,360
44	Minneapolis Union Railway		65,000			65,000
45	Minneapolis Western Railway	732,655				732,655
46	Kelly Lake to Fermoy					
	Totals	26,650,952 43%	14,103,796 23%	18,241,103 30%	2,367,949 4%	61,363,800 100%

NOTES.

"Quantities for which Contractors were paid on Original Construction" cover the grading as done during the original construction of the lines by Contractors for which quantities are on record.

"Profile Estimates" cover the grading on lines on which we have no original construction records, and an estimate has been made of the grading done during original construction from our profiles.

"Extra Work on Record" covers grading done since construction, for which quantities are on record, covering sidetracks, bank widening, bridge filling, grade changes, line changes, etc.

"Extra Work not on Record" covers grading done since construction, for which quantities are not on record, covering sidetracks, bank widening, bridge filling, sloping cuts, ditching, etc.

COMPLAINANT'S EXHIBIT 4. CORRECTED. HOGELAND.

GREAT NORTHERN RAILWAY.

COST OF GRADING.

Contract Grading Quantities and Prices.

Built	Lines	Mileage	Earth		Hard Pan		Loose Rock		Solid Rock		Total Yardage	Average Contract Price	Total Charges	Average Cost per Yard
			Cu. Yds.	Price	Cu. Yds.	Price	Cu. Yds.	Price	Cu. Yds.	Price				
1898	Cleqnet to Boylston	126.13	3,642,846	19.4	66,201	40.0	38,700	45.0	52,423	$1.00	3,997,170	22.5	$1,411,645	35.3
	Deer River to Foston													
1899	Hibbing to Virginia	18.78	437,632	22.8	25,903	37.9	18,617	42.9	8,318	.999	490,470	25.7	191,223	39.0
1901	Brookston to Ellis	46.49	991,524	30.2	44,952	38.8	24,400	44.1	8,948	1.115	1,069,824	22.4	358,535	33.5
1902	Jennings to Boundary Line	50.96	608,850	18.7	486,559	27.7	110,921	38.2	126,578	.95	1,312,908	31.0	544,694	40.1
	Marcus to Republic	69.38	1,056,929	19.3	684,605	34.8	188,726	40.0	535,524	.943	2,392,784	41.6	1,230,223	51.4
	Kelly Lake to Nashwauk	10.64	146,397	20.9	35,746	38.0	9,135	43.0	4,456	1.15	195,734	34.7	83,716	42.8
	Boundary to Swinton	43.36	532,713	20.5	1,160,457	32.5	302,027	40.0	304,413	.938	2,319,600	38.6	1,116,366	48.1
	Laurier to Danville	18.50	327,911	21.1	189,416	35.0	85,790	40.0	75,607	1.00	646,724	36.0	287,999	44.5
	Souris to Westhope	16.41	227,086	14.1	3,657	35.0					240,743	14.5	73,954	30.7
1903	Granville to Mohall	45.97	694,357	13.3			260	35.0	125	.85	694,742	13.4	145,255	20.9
	Columbia Falls to Rexford	69.13	1,010,675	20.0	2,591,720	35.0	485,001	40.0	1,170,401	.893	5,257,797	44.7	3,341,970	63.6
1904	Thief River Falls to Greenbush	41.09	468,598	16.4							468,598	16.4	109,854	23.4
	Mohall to Sherwood	14.85	164,057	13.1							164,057	13.1	42,361	25.8
	Edmore to Munich	24.37	348,851	16.9	19,936	41.5	69	39.3			368,856	18.2	122,262	33.2
	Swinton to Fernie	9.83	91,960	20.8	139,567	47.7	5,147	40.0	38,780	.95	278,463	45.2	168,639	60.6
	Grand Forks to Phoenix	24.63	42,895	19.6	253,173	35.0	85,359	40.0	621,524	.95	1,003,951	71.9	852,604	84.9
1905	Granby Smelter Line	4.74	91,907	20.6	69,126	35.0	8,941	40.0	11,427	.95	181,403	31.7	73,468	40.5
	Towner Line	45.13	485,193	13.6							485,193	13.6	98,905	20.4
	York Line to Rhame	34.68	454,797	13.7							454,797	13.7	96,613	21.3
	Westhope Extension	12.75	115,059	14.3							115,059	14.3	28,449	24.7
	Forbes Extension	13.36	168,240	14.4			102	37.8			168,432	14.5	42,877	25.4
	Munich Extension	20.53	234,480	15.0					100	.90	234,580	15.1	55,999	23.9
	Curlew to Midway	14.52	152,133	18.0	87,207	35.0	15,619	40.0	43,279	.90	328,238	33.0	172,167	52.5
	Greenbush to Warroad	44.09	351,480	18.1							351,480	18.1	71,759	20.4
1906	Midway to Molson	28.89	312,512	19.9	453,184	35.0	230,679	40.0	947,714	.925	1,994,089	62.8	1,389,196	73.3
	Boundary to Kenmare	18.20	180,628	19.2	139,111	35.0	88,491	40.0	56,947	.925	415,177	38.0	377,040	90.8
	Thorne to Dunseith	7.61	122,432	15.7							122,432	15.7	22,280	18.2
	Molson to Oroville	27.82	244,095	20.1	681,308	35.0	139,492	40.0	274,726	.90	1,319,621	44.2	709,427	53.7
	Sioux City to Ashland	103.15	2,821,252	17.6	134,903	35.0	720	40.0	2	.80	2,956,877	18.4	718,848	24.3
1907	Kelly Lake to Forney	23.40	656,643	36.0	62,063	42.0	11,277	47.0	2,653	1.15	732,655	36.7	402,648	55.0
	Aneta to Devils Lake	57.72	1,364,434	16.3	1,464	35.0	12,002	40.0	9	.90	1,377,909	16.6	312,701	22.7
	Oroville to Boundary	20.64	202,787	18.8	279,498	35.0	111,601	40.0	316,765	.941	910,651	52.5	557,779	61.0
	Crosby Line	89.16	1,238,906	17.1	15,006	30.6	130	35.0	827	.90	1,254,959	17.4	354,400	28.2
	Billings & Northern	194.14	5,980,200	20.7	1,509,529	35.3	1,068,164	41.5	1,404,282	.815	9,962,274	23.7	4,479,114	44.4
	Portage la Prairie Line	77.01	823,525	15.4	400	35.0					823,925	15.4	214,306	26.0
	Brandon Line	69.45	1,549,848	20.3	12,545	30.0	141,908	44.8	5,498	.826	1,709,892	22.6	578,228	33.8
	Mordan Line	15.26	201,408	15.0							201,408	15.0	35,797	17.8
	Totals	1,588.20	28,675,436	19.3	9,087,261	34.6	3,129,458	40.7	6,011,326	.95	46,903,481	33.4	$20,073,408	44.7

Total Contract Quantities on all above lines.

	Cu. Yds.	Cost	Average per Yd.
Earth	28,675,436	$5,542,917.03	19.3c
Hard Pan	9,087,261	3,150,021.63	34.6c
Loose Rock	3,129,458	1,276,494.00	40.7c
Solid Rock	6,011,326	5,711,399.41	95.0c
Total	46,903,481	$15,681,032.37	33.4c

Total Contract Quantities on Minnesota lines listed above.

	Cu. Yds.	Cost	Average per Yd.
Earth	6,295,119	$1,539,739.37	22.2c
Hard Pan	234,885	93,403.47	39.7c
Loose Rock	99,129	44,065.97	44.5c
Solid Rock	76,798	78,900.45	$1.027
Total	7,305,931	$1,746,109.16	23.9c

Chief Engineer's Office, March 15th, 1909.

NOTE: The Column "Total Charges" shows all charges against "Grading" for each of these lines, from the "Construction Books," at the time each line was turned over for operation.

COMPLAINANT'S 2d AMENDED EXHIBIT 4. HOGELAND.

GREAT NORTHERN RAILWAY.

COST OF GRADING.

Contract Grading Quantities and Prices.

Built	Line	Mileage	Earth		Hard Pan		Loose Rock		Solid Rock		Total Yardage	Average Contract Price	Total Charges	Average Cost per Yard
			Cu. Yds.	Price	Cu. Yds.	Price	Cu. Yds.	Price	Cu. Yds.	Price				
1898	Cloquet to Boyleston Deer River to Foston	126.12	3,842,846	19.4	66,201	40.0	35,700	45.0	52,423	$1.00	3,997,170	22.5	$1,145,564.23	28.7
1899	Hibbing to Virginia	18.78	437,632	22.8	25,903	37.9	18,617	42.9	8,318	.999	490,470	25.7	180,409.56	36.8
1901	Brookston to Ellis	46.49	991,524	20.2	44,952	38.8	24,400	44.1	8,948	1.115	1,069,824	22.4	297,622.09	27.8
1902	Jennings to Boundary Line	50.98	633,155	18.8	485,808	28.0	111,167	38.2	126,824	.95	1,356,954	30.8	798,001.41	58.8
	Mareus to Republic	69.38	1,056,929	19.3	664,605	34.8	135,726	40.0	535,524	.943	2,392,784	41.6	1,221,445.58	51.0
	Kelly Lake to Nashwauk	10.64	146,397	30.9	35,746	38.0	9,135	43.0	4,456	1.15	195,734	34.7	83,131.68	42.5
	Boundary to Swinton	43.38	552,712	20.5	1,160,457	32.5	302,027	40.0	304,413	.938	2,319,609	38.6	1,106,996.68	47.7
	Laurier to Danville	16.50	327,911	21.1	189,416	35.0	53,790	40.0	75,607	1.00	646,724	36.0	259,024.96	40.1
1903	Souris to Westhope	16.41	237,086	14.1	3,657	35.0					240,743	14.5	71,119.14	29.5
	Granville to Mohall	46.97	694,357	13.3			260	35.0	125	.85	694,742	13.4	143,874.00	20.7
1904	Columbia Falls to Rexford	69.18	1,125,967	20.4	2,572,471	35.0	484,755	40.0	1,170,155	.893	5,353,348	44.3	3,332,853.58	62.6
	Thief River Falls to Greenbush	41.09	468,598	16.4							468,598	16.4	100,570.70	21.5
	Mohall to Sherwood	14.85	164,057	13.1							164,057	13.1	42,361.29	25.8
	Edmore to Munich	24.87	348,851	16.9	19,936	41.5	69	39.3			368,856	18.2	120,047.17	32.6
	Swinton to Fernie	9.82	91,969	20.8	139,567	47.7	8,147	40.0	38,780	.95	278,463	45.2	159,343.74	57.2
	Grand Forks to Phoenix	24.63	42,895	19.6	253,173	35.0	86,359	40.0	621,524	.95	1,003,951	71.9	810,533.27	80.7
1905	Granby Smelter Line	4.74	91,907	20.6	69,128	35.0	8,941	40.0	11,427	.95	181,403	31.7	69,474.19	38.3
	Towner Line	46.13	485,193	13.6							485,193	13.6	98,789.36	20.4
	York Line to Thorne	34.68	454,797	13.7							454,797	13.7	95,216.87	20.9
	Westhope Extension	12.76	115,059	14.3							115,059	14.3	28,448.86	24.7
	Forbes Extension	13.36	168,240	14.4			192	37.8			168,432	14.5	42,876.20	25.4
	Munich Extension	20.53	234,480	15.0					100	.90	234,580	15.1	55,982.00	23.9
	Curlew to Midway	14.52	182,133	18.0	87,207	35.0	15,619	40.0	43,279	.90	328,238	33.0	172,167.06	52.5
1906	Greenbush to Warroad	44.00	372,440	18.1							372,440	18.1	81,159.91	21.8
	Midway to Molson	28.89	242,552	20.7	453,184	35.0	280,679	40.0	947,714	.925	1,924,129	62.3	1,394,903.46	72.5
	Boundary to Keremeos	18.20	201,502	21.1	139,111	35.0	68,491	40.0	56,947	.925	466,051	36.8	203,487.27	43.7
	Thorne to Dunseith	7.61	122,432	15.7							122,432	15.7	23,314.81	19.0
	Molson to Oroville	27.82	244,095	20.1	661,308	35.0	139,492	40.0	274,726	.90	1,319,621	44.2	713,693.05	54.7
	Sioux City to Ashland	103.15	2,821,252	17.6	134,903	35.0	720	40.0	2	.80	2,956,877	18.4	711,819.33	24.1
1907	Kelly Lake to Fermoy	23.40	656,642	36.0	62,083	42.0	11,277	47.0	2,653	1.15	732,655	36.7	397,223.23	54.2
	Aneta to Devils Lake	57.72	1,364,434	16.3	1,464	35.0	12,002	40.0	9	.90	1,377,909	16.6	302,290.51	21.9
	Oroville to Boundary	20.64	202,787	18.8	279,498	35.0	111,601	40.0	316,765	.941	910,651	42.5	557,028.76	61.2
	Crosby Line	89.16	1,238,996	17.1	15,006	30.6	130	35.0	827	.80	1,254,959	17.4	340,628.70	27.1
	Billings & Northern	194.14	5,756,915	20.5	1,682,424	35.3	1,053,799	41.5	1,602,305	.818	10,095,443	34.9	4,850,178.11	48.0
	Portage la Prairie Line	77.01	823,525	15.4	400	35.0					823,925	15.4	211,074.17	25.6
	Brandon Line	69.45	1,549,848	20.3	12,548	30.0	141,998	44.8	5,498	.826	1,709,892	22.6	552,615.27	32.3
	Morden Line	15.25	201,408	15.0							201,408	15.0	37,340.23	18.5
	Totals	1,553.20	28,093,523	19.3	9,260,156	34.7	3,115,093	40.7	6,209,349	.947	47,278,121	33.6	$20,832,480.43	44.1

Total Contract Quantities on all above lines.

	Cu. Yds.	Cost	Average per Yd.
Earth	28,093,523	$5,545,074.31	19.3
Hard Pan	9,260,156	3,211,293.53	34.7
Loose Rock	3,115,093	1,270,666.25	40.7
Solid Rock	6,209,349	5,876,720.09	94.7
Total	47,278,121	$15,903,754.78	33.6

Total Contract Quantities on Minnesota lines listed above.

	Cu. Yds.	Cost	Average per Yd.
Earth	6,916,079	$1,533,533.03	22.2
Hard Pan	234,885	93,403.47	39.7
Loose Rock	99,129	44,065.97	44.5
Solid Rock	76,798	78,900.45	$1.02.7
Total	7,326,891	$1,749,902.92	23.9

MAPS
TOO
LARGE
FOR
FILMING

COMPLAINANT'S EXHIBIT 6. HOGELAND.

GREAT NORTHERN RAILWAY COMPANY

Actual Cost of Ballasting Lines Constructed 1901-1908, as shown by Construction Books.

Date	Lines	Mileage	Cu. Yds. Ballast	Train Service		Labor, Tools and Supplies		Repairs of Equipment		Pit Tracks		Stripping Pits		Transportation		Total	
				Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.
1901	Brookston to Ellis, Minn.	46.49	143,100	$19,156.29	13.4	$75,268.38	52.6	$16,389.24	11.4	.....	.....	.....	.....	$509.09	0.6	$111,673.00	78.0
1902	Jennings to Rexford, Mont.	42.26	126,780	24,165.85	19.1	57,838.96	45.6	4,967.13	3.9	.....	.....	.....	.....	11,373.24	9.2	98,370.28	77.8
	Marcus to Republic, Wash.	69.38	118,404	22,929.10	19.4	38,906.84	32.8	6,163.49	5.2	.....	.....	.....	.....	8,334.33	7.1	76,332.76	64.6
	Kelly Lake to Nashwauk, Minn.	10.64	21,280	3,415.72	16.0	7,178.25	33.7	483.70	2.3	.....	.....	.....	.....	.....	.....	11,077.67	52.0
	Boundary to Swinton, B. C.	43.36	85,760	22,377.29	25.8	34,161.47	39.3	691.15	0.8	.....	.....	.....	.....	4,773.79	5.5	62,003.70	71.4
	Laurier to Danville, B. C.	16.50	32,000	6,786.45	21.2	10,253.24	32.0	2,000.14	6.3	.....	.....	.....	.....	218.07	0.7	19,259.90	60.2
1904	Columbia Falls to Rexford	69.18	213,931	51,155.61	23.9	58,222.69	27.2	3,119.72	1.5	$3,297.53	1.5	.....	.....	32,097.82	15.0	147,893.39	69.1
	Swinton to Fernie, B. C.	9.82	33,050	5,852.54	18.0	9,990.86	30.1	1,231.29	3.8	154.83	0.4	.....	.....	469.54	1.4	17,699.05	53.5
1905	Curlew to Midway, Wash.	14.52	42,600	5,729.50	13.4	10,302.39	24.2	1,751.44	4.1	74.96	0.2	.....	.....	1,909.77	4.4	19,768.06	46.3
1906	Molson to Oroville, Wash.	27.82	78,610	10,183.12	13.0	33,165.42	42.2	746.42	0.9	.....	.....	.....	.....	5,250.17	6.7	49,346.13	62.8
	Midway to Molson, B. C.	28.89	87,079	13,225.66	15.3	30,112.33	34.5	2,749.67	3.1	341.72	0.4	.....	.....	7,532.81	8.6	53,962.19	61.9
	Sioux City to Ashland, Neb.	103.15	251,353	20,639.12	12.8	77,499.78	33.5	10,633.47	4.6	10,670.47	4.6	$2,994.64	1.3	3,976.18	1.7	125,452.66	58.5
	Aneta to Devils Lake, N. D.	57.72	185,699	27,259.34	14.6	61,783.47	33.0	1,090.80	0.5	1,714.63	0.9	2,888.80	1.5	2,054.72	1.1	98,791.56	51.6
1907	Arnington to Laurel, Mont.	194.67	559,419	84,738.97	15.2	234,830.54	41.9	2,023.15	0.4	12,309.18	2.2	23,171.00	4.1	43,392.90	7.8	400,425.74	71.6
1908		734.42	1,980,965	$326,638.58	16.6	$739,505.62	37.7	$54,020.51	2.8	$28,563.34	1.5	$29,054.44	1.5	$122,267.53	6.2	$1,300,057.00	66.3

In this statement the charges for "Rental of Equipment" as shown in the construction books, have been cut out. Instead thereof, it would be proper to add an item for "Depreciation of Equip't."

Under "Train Service" is included all train service for loading, hauling and unloading ballast.

Under "Labor, Tools and Supplies" is included all labor loading, unloading, placing ballast under ties, tamping, dressing and lining track, also steam shovel supplies and truck tools.

Under "Pit Tracks" and "Stripping Pits" are included such charges as appear in the construction books so designated: on many lines the cost of putting in pit tracks and stripping has been charged directly to labor and cannot be separated.

Office Chief Engineer, St. Paul, March 15, 1909.

COMPLAINANT'S EXHIBIT 8. CORRECTED. HOGELAND.

GREAT NORTHERN RAILWAY COMPANY

Actual Cost of Ballasting Lines Constructed 1901-1908, as shown by Construction Books.

Date	Lines	Mileage	Cu. Yards Ballast	Train Service		Labor, Tools and Supplies		Repairs of Equipment		Pit Tracks		Stripping Pits		Transportation		Total	
				Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.	Charges	Per Yd.
														$329.62	0.4	$119,486.02	45.6
1901	Brookston to Elbe, Minn.	46.49	262,407	$30,314.58	11.5	$83,143.87	31.7	$5,181.00	2.0					11,378.34	0.2	98,370.28	77.5
1903	Jennings to Rexford, Mont.	42.26	126,780	24,165.85	19.1	57,838.96	45.6	4,987.13	3.9					8,284.83	7.1	76,333.76	64.5
	Marcus to Republic, Wash.	69.38	118,404	22,929.10	19.4	38,906.84	33.8	6,163.49	5.2							11,077.67	93.0
	Kelly Lake to Nashwauk, Minn.	10.64	21,280	3,415.72	16.0	7,178.25	33.7	483.70	2.3					4,773.79	5.8	62,003.70	71.4
	Boundary to Swinton, B. C.	43.38	86,760	22,377.29	25.8	34,161.47	39.3	891.15	0.8					218.07	0.7	18,280.90	60.2
	Laurier to Danville, B. C.	16.50	32,000	6,788.45	21.2	10,253.24	32.0	2,000.14	6.3					22,097.82	15.0	125,201.79	56.6
		69.18	313,931	31,082.15	14.8	86,222.60	27.2	1,995.54	0.9	$2,003.50	1.0			469.54	1.4	17,699.06	63.5
1904	Columbia Falls to Rexford, Mont.	9.82	33,050	5,852.54	18.0	9,990.86	30.1	1,220.22	3.6	144.82	0.4			1,909.77	4.4	19,768.05	46.3
	Swinton to Fernie, B. C.	14.52	42,600	5,729.50	13.4	10,302.39	24.2	1,751.44	4.1	74.96	0.2			5,250.17	6.7	49,346.13	62.8
1905	Curlew to Midway, Wash.	27.52	78,610	10,183.12	13.0	33,166.42	42.2	746.42	0.9					7,532.81	5.6	82,530.90	60.2
1906	Molson to Oroville, Wash.	28.89	87,279	9,786.99	11.2	32,923.54	37.7	2,034.68	2.4	262.86	0.3			6,716.96	2.9	135,103.44	59.7
	Midway to Molson, B. C.	103.15	231,353	29,659.12	12.8	77,499.78	33.5	10,652.47	4.6	10,670.47	4.6	2,904.64	1.3	2,110.64	1.1	114,044.59	61.3
	Sioux City to Ashland, Neb.	57.72	185,699	27,259.34	14.7	78,980.68	42.5	1,090.60	0.6	1,714.63	0.9	2,888.80	1.5	43,642.17	8.0	471,834.23	88.8
1907	Aneta to Devils Lake, N. D.	194.53	543,018	108,957.25	20.1	261,672.52	48.2	5,594.23	1.0	14,664.83	2.7	37,203.24	6.8				
1908	Armington to Laurel, Mont.																
		724.28	2,063,171	$338,500.96	16.4	$794,241.51	38.5	$44,603.27	2.2	$29,536.15	1.4	$43,188.68	2.1	$125,283.93	6.1	$1,375,233.83	66.7

In this statement the charges for "Rental of Equipment" as shown in the construction books, have been cut out. Instead thereof, it would be proper to add an item for "Depreciation of Equip't."

Under "Train Service" is included all train service for loading, hauling, unloading ballast.

Under "Labor, Tools and Supplies" is included all labor loading, unloading, placing ballast under ties, tamping, dressing and lining track, also steam shovel supplies and track tools.

Under "Pit Tracks" and "Stripping Pits" are included such charges as appear in the construction books so designated: on many lines the cost of putting in pit tracks and stripping has been charged directly to labor and cannot be separated.

Office of Chief Engineer, St. Paul, September 17, 1909.

COMPLAINANT'S EXHIBIT 7 CORRECTED. HOGELAND.

GREAT NORTHERN RAILWAY COMPANY.

ACTUAL COST OF TRACKLAYING AND SURFACING.

Lines Constructed 1898 to 1908 as shown by Construction Books.

Built	Line	Miles Laid	Train Service		Labor, Handling Material and Laying Track		Surfacing Track		Repairs of Equipment		Transportation		Total Charges	Per Mile
			Charges	Per Mile	Charges	Per Mile	Charges	Per Mile	Charges	Per Mile	Charges	Per Mile		
1898	Cloquet to Boyleston Deer River to Fosston	159.06	$18,153.89	$114	$57,081.55	$359	$22,551.06	$142	$2,252.44	$14	$1,154.58	$7	$101,194.12	$636
1899	Hibbing to Virginia	22.76	1,895.17	83	12,946.29	569					241.20	10	15,082.66	662
1901	Brookston to Ellis	54.64	6,416.54	118	20,788.29	380			286.00	5	165.92	3	27,656.75	506
1902	Jennings to Rexford	47.26	7,583.57	160	23,808.86	505					2,256.51	48	33,648.94	713
	Marcus to Republic	75.74	20,264.34	268	40,073.10	529			2,453.14	32	1,666.87	22	64,457.45	851
	Kelly Lake to Nashwauk	11.29	1,387.13	123	3,280.98	291	2,937.81	260					7,605.92	674
	Boundary to Swinton	49.66	11,019.17	222	23,549.13	474			463.16	9	933.62	18	35,965.08	723
	Laurier to Danville	19.50	2,734.78	140	9,443.06	484	2,711.37	139	221.95	11	43.61	2	15,154.77	776
1903	Souris to Westhope	17.74	1,026.04	58	10,021.85	565	7,200.08	406	139.88	8	212.96	12	18,600.81	1,049
	Granville to Mohall	49.96	9,149.40	183	15,600.14	313	11,064.14	221	1,181.04	23	333.65	7	37,328.37	747
1904	Columbia Falls to Rexford	84.96	21,330.28	251	50,207.32	591			36.50		5,532.45	55	77,106.55	907
	Thief River Falls to Greenbush	43.70	9,083.05	207	12,930.16	296	12,203.62	280	11.88		201.17	5	34,429.88	788
	Mohall to Sherwood	16.83	3,010.81	179	6,661.50	396	5,287.10	315	387.04	23	194.41	11	15,540.86	924
	Edmore to Munich	26.83	4,587.48	171	9,443.34	352	10,912.88	407	582.16	22	289.07	11	25,815.13	963
	Swinton to Fernie	11.30	1,941.98	171	7,959.60	705					93.91	9	9,995.49	885
1905	Towner Line	49.71	6,083.28	122	12,890.88	260	10,988.91	221	679.68	14	250.08	5	30,892.83	623
	York Line	37.12	4,968.84	134	10,179.93	274	9,673.52	261	522.64	14	238.51	6	25,583.44	689
	Westhope Extension	14.16	1,420.53	100	4,282.78	302	4,070.73	288	182.88	13	109.09	8	10,066.01	711
	Forbes Extension	14.92	1,442.85	97	6,260.71	419	5,952.37	399			106.36	7	13,762.59	922
	Munich Extension	23.15	3,650.21	157	8,961.76	387	7,119.11	308	465.09	20	171.27	7	20,367.44	879
	Curlew to Midway	16.01	3,906.05	243	8,903.03	557			74.30	5	371.87	24	13,255.25	830
1906	Midway to Molson	33.35	10,575.86	317	22,072.48	662	98.86	3	784.44	23	1,506.56	46	35,038.20	1,051
	Sioux City to Ashland	121.23	16,081.64	133	58,104.41	479	2,607.92	22	203.79	2	3,207.17	26	80,294.93	662
1907	Kelly Lake to Fermoy	26.38	5,907.74	224	14,093.18	533	8,058.43	305	225.16	9	309.43	12	28,593.94	1,083
	Aneta to Devils Lake	66.90	18,075.52	270	39,573.33	593			157.33	2	375.05	5	58,181.23	870
	Berthold to Crosby	95.67	25,160.45	263	42,549.37	445	28,108.32	293	184.99	2	936.57	10	96,939.90	1,013
	Portage la Prairie Line	83.58	20,827.61	250	36,265.24	433	51,752.51	619	270.73	3	302.05	4	109,418.14	1,309
	Brandon Line	76.67	14,241.37	184	29,511.23	389	49,483.53	643	716.82	9	644.10	8	94,597.05	1,233
	Morden Line	17.58	4,766.49	271	8,985.66	511	15,143.64	861			24.24	1	28,920.03	1,644
1908	Armington to Laurel	229.08	76,393.14	333	128,205.56	560			4,812.52	21	8,728.43	38	218,139.65	952
	Totals	1,596.74	$333,085.21	209	$734,634.92	460	$267,026.71	167	$17,385.56	11	$30,601.01	19	$1,383,633.41	866
													Less estimated cost of laying 940 switches at $25	23,500.00	15
														$1,360,133.41	$851

In this Statement the Charges for "Rental of Equipment" as shown in the Construction Books, have been cut out. Instead thereof, it would be proper to add an item for "Depreciation of Equipment."

Under "Train Service" is included all Train Service in Material Yard, hauling track materials to the front, handling tracklaying machine, and moving boarding outfits and men.

Under "Labor, Handling Material and Laying Track" is included all labor in Material Yard, handling material, curving rail, laying tracks, putting in switches, placing tie-plates, also tracklaying tools and supplies.

Under "Surfacing Track" is included Labor and Tools surfacing track, to put it in condition for passage of construction trains, and keep it in condition until ballasting is done.

Under "Repairs of Equipment" is shown charges to that item for Equipment actually in use tracklaying and surfacing.

Under "Transportation" is shown transportation charges for men engaged on the work tracklaying and surfacing.

COMPLAINANT'S EXHIBIT 8. HOGELAND.

GREAT NORTHERN RAILWAY.

Cost of Reproduction of the System, June 30th, 1908.

Main track	6,760.66	Miles
Second track	147.57	"
Side track	1,620.75	"
Total all tracks	8,528.98	"

1.	Engineering 3% of road items	$10,153,352.00
2.	Right of way, station and terminal grounds	87,825,744.00
4.	Grading	95,878,362.00
5.	Tunnels	7,656,030.00
6.	Bridges, trestles and culverts	19,385,741.00
7.	Ties	20,142,783.00
8.	Rails	36,577,990.00
9.	Frogs and switches	968,030.00
10.	Track fastenings and other material	7,864,950.00
11.	Ballast	10,709,880.00
12.	Tracklaying and surfacing	7,927,147.00
13.	Roadway tools	172,800.00
14.	Fencing right of way	956,415.00
15.	Crossings and signs	1,800,543.00
16.	Interlocking and other signal apparatus	586,886.00
17.	Telegraph and telephone lines	1,879,992.00
18.	Station buildings and fixtures	3,985,200.00
19.	General office buildings and fixtures	643,500.00
20.	Shops, engine houses and turntables	4,025,000.00
21.	Shop machinery and tools	1,976,016.00
22.	Water stations	2,886,400.00
23.	Fuel stations	596,250.00
24.	Grain elevators	2,275,500.00
25.	Storage warehouses	34,800.00
26.	Dock and wharf property	1,969,300.00
27.	Gas producing plants	20,000.00
28.	Miscellaneous structures	3,071,020.00
29.	Contingencies 10% all above items except 1, 2, 7, 8, 9, 10, 13 and 21	16,628,797.00
	Total road items	$348,598,428.00
30.	Steam locomotives	16,210,048.00
31.	Passenger train cars	5,810,775.00
32.	Freight train cars	32,464,727.00
33.	Work equipment	1,481,772.00
	Total equipment items	$55,967,322.00
34.	Legal, organization and other expenditures: 3% road and equipment items	12,136,972.00
35.	Interest during construction: 24% (4 Yrs. 6%) of all above items except equipment.... 12% (2 Yrs. 6%) of equipment items	93,292,575.00
	Total general expenditures	$105,429,547.00

COMPLAINANT'S EXHIBIT 8. HOGELAND.—*Cont.*

SUMMARY.

	Road	348,598,428.00
	Equipment	55,967,322.00
	General Expenditures	105,429,547.00
		$509,995,297.00
36.	Stores and supplies on hand	8,219,581.00
37.	Lines under construction	7,908,002.00
38.	Interest in terminal Railways	1,302,916.00
39.	Interest in Spokane, Portland and Seattle Ry	21,827,521.00
	Grand total	$549,253,317.00

3/15/09.

GREAT NORTHERN RAILWAY.

Mileage, June 30th, 1908.

	Main Track	Second Track	Side Track	Total
Wisconsin	32.19	18.18	59.73	110.10
Minnesota	2,052.56	99.81	614.38	2,766.75
South Dakota	262.36	.....	30.95	293.31
Iowa	76.58	.....	12.59	89.17
North Dakota	1,544.53	22.17	300.18	1,866.88
Montana	1,368.65	.....	274.18	1,642.83
Idaho	106.03	.....	17.51	123.54
Washington	814.86	7.41	225.25	1,047.52
Manitoba	161.71	.....	16.04	177.75
British Columbia	336.40	.....	49.56	385.96
	6,755.87	147.57	1,600.37	8,503.81
Duluth Terminal	1.82	.....	3.84	5.66
Minneapolis Western	1.69	.....	5.20	6.89
Union Terminal	1.28	.....	11.34	12.62
	6,760.66	147.57	1,620.75	8,528.98

Main and second track mileage	6,908.23	miles
Side track mileage	1,620.75	"
Total all tracks	8,528.98	"

GREAT NORTHERN RAILWAY.

Lines in Operation, June 30th, 1908.

WISCONSIN:		
State Line at Foxboro to Superior including connection with D. S. & W. at Saunders	21.88	
Boylston Junction to State Line	10.31	
		32.19
MINNESOTA:		
St. Paul via Barnesville to International boundary at Noyes, including line to St. Vincent	392.72	
State Fair Grounds Branch, St. Paul	.64	
Coon Creek Junction to State Line at Foxboro	112.01	
To Quarries at Sandstone	2.61	
In Duluth	.38	
Elk River to Milaca	31.81	
East St. Cloud to Brook Park	58.30	
East St. Cloud to Sauk Rapids	2.13	
St. Cloud to Willmar	55.56	
Sauk Center to Cass Lake	140.00	
Evansville to Tintah	32.01	
Fergus Falls to Pelican Rapids	21.65	
Barnesville to State Line at Moorhead	22.79	
Moorhead to Redland	66.05	
Minneapolis to State Line at Breckenridge	208.56	
Hopkins Junction to Hopkins	3.57	
Spring Park Junction to Hutchinson	43.90	
Clearwater Junction to St. Cloud	63.08	
To Dam, St. Cloud	2.57	
Willmar to State Line south of Jasper	122.64	
South Dakota Line to Iowa Line	11.27	
Benson to South Dakota Line	46.18	
Morris to Browns Valley	48.60	
Yarmouth to North Dakota Line	9.18	
North Dakota Line to Moorhead	36.80	
Wisconsin State Line to Redland	247.94	
Brookston to Ellis	46.51	
Mississippi to Dewey Lake and Virginia	66.41	
Kelly Lake to Fermoy	23.40	
Kelly Lake to Exmore	9.69	
Red Lake Falls to Greenbush	61.23	
St. Hilaire to Wylie	7.49	
Crookston to East Grand Forks	23.60	
Branches to Mines	31.28	
		2,052.56
SOUTH DAKOTA:		
Minnesota Line near Jasper to Minnesota Line near Booge, via Garretson	12.66	
Garretson to Yankton	80.94	
Minnesota Line to Huron	115.31	
North Dakota Line to Aberdeen	53.45	
		262.36
IOWA:		
Minnesota State Line to center of Division Street, Sioux City	.....	76.58
NORTH DAKOTA:		
State Line at Fargo to Grand Forks	77.53	
State Line at Wahpeton to Devils Lake	180.60	
Minnesota State Line to Forbes	109.25	
Rutland to South Dakota Line	10.46	
Wahpeton to Minnesota State Line north of Lurgon	6.02	

Addison to Chaffee	11.78	
Casselton to Larimore	74.67	
Ripon to Portland Junction	41.09	
Grand Forks to Montana State Line	350.99	
Grand Forks to International Boundary at Neche	81.35	
Grafton to International Boundary north of Walhalla	53.44	
Larimore to Hannah	94.95	
Lakota to Sarles	73.13	
Churches Ferry to International Boundary north of St. John	59.08	
York to Dunseith	42.27	
Rugby to Antler	80.84	
Towner to Maxbass	46.10	
Granville to Sherwood	61.82	
Berthold to Crosby	89.16	
		1,544.
MONTANA:		
North Dakota Line to Idaho Line	691.42	
Shelby to Great Falls	97.97	
Virden to International Boundary at Sweet Grass	36.54	
Columbia Falls to Lakeview	51.68	
Kalispell to Somers	10.45	
Rexford to International Boundary at Gateway	8.86	
Pacific Junction to Butte	290.78	
Great Falls to Judith Gap	121.17	
Armington to Neihart	38.27	
Gerber to Stocket	8.09	
Lewis to Sand Coulee	2.39	
Fair Grounds Branch, Great Falls	1.96	
B. & M. Smelter Branch, Great Falls	5.07	
Fair Grounds Branch, Helena	.68	
Mountain View Branch, Butte	3.32	
		1,368.
IDAHO:		
Montana Line to Washington Line	80.24	
Bonners Ferry to International Boundary at Port Hill	25.79	
		106.
WASHINGTON:		
Idaho Line to Seattle	386.91	
Hillyard to Spokane	4.30	
Colbert to International Boundary at Waneta	125.84	
Northport to International Boundary at Paterson	7.47	
Marcus to International Boundary at Laurier	27.66	
International Boundary at Danville to Republic	31.70	
Republic to Eureka Gulch	9.80	
Curlew to International Boundary at Midway	14.52	
International Boundary near Molson to International Boundary at Chopaka	48.46	
Everett to International Boundary at Blaine	89.10	
Anacortes to Rockport	57.72	
Belleville to Yukon	11.38	
		814.8
MANITOBA:		
International Boundary at West Gretna to Portage la Prairie (Midland Ry. of Manitoba)	77.01	
International Boundary near Haskett to Morden (Midland Ry. of Manitoba)	15.25	
International Boundary near Bannerman to Brandon (B. S. & H. B. Ry.)	69.45	
		161.71
BRITISH COLUMBIA:		
International Boundary at Gateway to Michel (Crows Nest Southern Ry.)	74.18	

MAPS

TOO

LARGE

FOR

FILMING

International Boundary at Waneta to Troupe Junction (Nelson & Ft. Sheppard Ry.)	55.42	
International Boundary at Paterson to Rossland. (Red Mountain Ry.)	9.59	
International Boundary at Laurier to International Boundary at Danville, including line to Grand Forks (V. V. & E. Ry. & Nav. Co.)	16.47	
Grand Forks to Phoenix (V. V. & E. Ry. & Nav. Co.)	25.82	
Line to Granby Smelter (V. V. & E. Ry. & Nav. Co.)	4.74	
International Boundary near Midway to International Boundary near Molson (V. V. & E. Ry. & Nav. Co.)	28.89	
International Boundary at Chopaka to Keremeos (V. V. & E. Ry. & Nav. Co.)	18.20	
New Westminster to Vancouver (V. V. & E. Ry. & Nav. Co.)	14.79	
Cloverdale to Port Guichon (V. V. & E. Ry. & Nav. Co.)	17.31	
International Boundary at Douglass to Brownsville (New Westminster Southern Ry.)	24.10	
International Boundary at Port Hill to Wilkes (Bedlington & Nelson Ry.)	12.04	
Sirdar Junction to Kuskonook (Bedlington & Nelson Ry.)	3.26	
Kaslo to Sandon, including line from Cody Junction to Cody. (Kaslo & Slocan Ry.)	31.59	
		336.40
		6,755.87
Duluth Terminal Railway		1.82
Minneapolis Western Railway		1.69
Union Terminal Railway (Sioux City)		1.28
Total mileage		6,760.66

COMPLAINANT'S EXHIBIT 9. HAYDEN.

GREAT NORTHERN RAILWAY
(System)

Statement Showing Estimated Cost of Reproduction of Right of Way, Station Grounds and Terminals, June 30th, 1908.

GREAT NORTHERN RAILWAY
(System)

GENERAL SUMMARY

Right of Way, Station Grounds and Terminals on Lines in Operation

Location	Miles	Rt. of Way & Stn. Grds. outside of Terminals	Value of Terminals	Total Value
Wisconsin	32.19	$84,253	$1,275,265	$1,359,518
Minnesota	2,056.07	7,100,379	23,535,542	30,635,921
North Dakota	1,544.53	8,376,664	1,912,220	10,288,884
South Dakota	262.36	1,389,336	.....	1,389,336
Iowa	77.86	319,200	1,681,544	2,000,744
Montana	1,368.65	3,273,402	1,784,878	5,058,280
Idaho	106.03	205,000	.....	205,000
Washington	814.86	3,105,328	30,255,110	33,360,438
Manitoba	161.71	358,903	.....	358,903
British Columbia	336.40	877,020	2,291,700	3,168,720
Total	6,760.66	$25,089,485	$62,736,259	$87,825,744

COMPLAINANT'S EXHIBIT 9. HAYDEN.—*Cont.*

Terminals on Lines in Operation

Location	Acres	Av. Value per Acre	Value of Property
St. Paul	354.12	$22,709	$8,041,686
Minneapolis	401.59	36,168	14,524,704
Duluth	27.19	35,644	969,152
Superior	686.40	1,858	1,275,265
Grand Forks	131.41	7,000	919,870
Devil's Lake	276.15	2,000	552,300
Minot	88.01	5,000	440,050
Sioux City	216.46	7,768	1,681,544
Great Falls	620.85	706	438,367
Helena	258.75	1,343	346,511
Butte	72.00	13,889	1,000,000
Spokane	315.68	11,879	3,750,000
Anacortes	25.00	4,000	100,000
Everett	250.00	6,000	1,500,000
Bellingham	108.00	7,639	825,000
Seattle	375.41	64,144	24,080,110
Vancouver	110.25	20,786	2,291,700
Total	4,317.27	$14,531	$62,736,259

Terminals on Lines Under Construction

Winnipeg	259.32	$4,563.61	$1,183,436
Tacoma	17.00	20,000.00	340,000
Total	276.32	.....	$1,523,436

Great Northern Interest in Other Terminal Companies

St. Paul, Minn. Transfer Ry. Co.	G. N. 1/10	$575,619
" St. Paul Union Depot Co.	" 1/9	610,572
Superior, Lake Superior Terminal & Transfer Ry., Co., of Wis.	" 1/3	116,725
Total		$1,302,916

RECAPITULATION

Right of Way and Station Grounds on Lines in Operation, Exclusive of Terminals, Shown on Preceding Sheet No. 2, but Including Right of Way and Station Grounds in 370 Villages, Towns and Cities of over 200 Inhabitants each.

Location	Miles	Av. rate per Mi.	Acres	Av. rate per acre	Amount	Page No.
Wisconsin	26.79	$3,146	520.63	$162	$84,253	.....
Minnesota	2,029.44	3,498	35,273.42	201	7,100,379	.....
North Dakota	1,532.73	5,465	27,836.75	301	8,376,664	.....
South Dakota	262.36	5,297	4,355.00	319	1,389,336	.....
Iowa	76.58	4,168	1,064.00	300	319,200	.....
Montana	1,342.47	2,438	31,600.74	104	3,273,402	.....
Idaho	106.03	1,933	2,050.00	100	205,000	.....
Washington	771.13	4,026	14,771.96	210	3,105,328	.....
Manitoba	161.71	2,219	2,514.00	143	358,903	.....
British Columbia	333.40	2,631	4,974.44	176	877,020	.....
Totals	6,642.64	$3,777	124,960.94	$201	$25,089,485	.....
On Lines Under Construction						
Minnesota			743.65	$31.34	$23,206.87	.....
Montana			1,767.92	44.61	78,866.00	.....
Washington			621.06	70.53	43,804.61	.....
British Columbia			1,077.80	104.64	112,778.87	.....
Total			4,210.43	$61.43	$258,656.35	.....

COMPLAINANT'S EXHIBIT 9. HAYDEN.—*Cont.*

MINNESOTA.

Right of Way Outside of Terminals at St. Paul, Minneapolis and Duluth.

	LOCATION	Acres	Av. Val. per Acre	Amount
4.	City Limits Mpls., at Cedar Lake to State Line at Breckenridge	4,041.13	$304.50	$1,230,542
5.	Hopkins Spur	37.53	300.00	11,259
6.	Old Spring Park Jct., to Hutchinson	645.86	360.78	233,018
7.	W. & S. F. Jct., to Jasper (State Line)	2,288.37	217.57	497,885
8.	Old Sioux City & Northern in Minn	194.91	243.56	47,472
9.	Benson Jct. to Nassau (State Line)	686.92	206.21	141,663
10.	Morris Jct. to Brown's Valley	913.07	198.50	181,243
11.	Yarmouth Jct. to Childs	137.55	120.00	16,505
12.	Northtown Jct. to Sauk Rapids	484.75	223.20	108,198
13.	Elk River to Milaca Jct	435.93	123.40	53,793
14.	East St. Cloud to Hinckley	981.93	153.59	150,818
15.	Clearwater Jct. to St. Cloud, including Spur to Dam	839.98	299.41	251,497
16.	Willmar Jct. to St. Cloud (W. End)	906.12	223.61	202,625
17.	E. St. Cloud (E. Switch) to Barnesville, (E. Hd. Block)	3,125.59	277.55	867,500
18.	Sauk Center Jct. to Park Rapids (1,000' W. of Depot)	1,513.17	164.85	249,451
19.	Park Rapids to Cass Lake	804.48	96.66	77,758
20.	Evansville Jct. to Tintah	504.39	150.00	75,658
21.	Fergus Falls Jct. to Pelican Rapids	316.75	205.01	64,938
22.	Moorhead to Brushvale (State Line)	494.45	175.43	86,739
23.	Barnesville N. to Moorhead	339.71	312.10	106,044
24.	Barnesville E. to Noyes & St. Vincent	3,791.09	253.22	959,965
25.	Moorhead to Carman Jct	919.09	172.90	158,913
26.	Crookston Jct. to East Grand Forks, (State Line)	366.32	356.83	130,713
27.	Ives (end of track) to St. Hilaire	236.20	84.33	19,920
28.	Red Lake Falls Jct. to Thief River Falls	308.86	256.92	79,352
29.	Thief River Falls to Greenbush	828.44	61.43	50,894
30.	Carman Jct. to Fosston	1,078.31	128.05	138,083
31.	Coon Creek to Hinckley	996.68	176.09	175,508
32.	Sandstone Spur	39.63	74.94	2,972
33.	Hinckley to Foxboro	840.75	189.95	159,703
35.	State Line to Cloquet (1,970' E. of Depot)	299.93	122.33	36,842
36.	Cloquet to Deer River	1,456.14	123.89	180,410
37.	Brookton to Ellis	732.88	30.00	21,987
38.	Mississippi to Dewey Lake	794.24	144.95	115,126
39.	Chisholm to Virginia	294.80	154.47	45,538
40.	Kelly Lake to Flanders (via Emmert)	157.69	35.70	5,629
41.	Mining Spur	405.18	90.00	36,466
42.	Deer River to Fosston	1,668.87	71.29	118,974
46.	Kelly Lake to Fermoy	365.73	24.00	8,778
	Total	35,273.42	$201.29	$7,100,379

The above figures include station grounds and yards at all stations except St. Paul, Minneapolis and Duluth.

Terminals.

LOCATION	Acres	Av. Val. per Acre	Amount
St. Paul	354.12	$22,709.00	$8,041,686
Minneapolis	401.59	36,168.00	14,524,704
Duluth	27.19	35,644.00	969,152
Total			$23,535 542
Total in State			$30,635,921

COMPLAINANT'S EXHIBIT 10. HAYDEN.

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

Summary.

Section	LOCATION	Acres	Av. Value per Acre	Amount
4	City Limits Minneapolis at Cedar Lake to State Line at Breckenridge	4,041.13	$304.50	$1,230,542.00
5	Hopkins Spur	37.53	300.00	11,259.00
6	Old Spring Park Junction to Hutchinson	645.86	360.78	233,018.00
7	W. & S. F. Junction to Jasper State Line	2,288.37	217.57	497,885.00
8	Old Sioux City & Northern in Minnesota	194.91	243.56	47,472.00
9	Benson Junction to Nassau (State Line)	686.92	206.21	141,663.00
10	Morris Junction to Browns Valley	913.07	198.50	181,243.00
11	Yarmouth Junction to Childs	137.55	120.00	16,505.00
12	Northtown Junction to Sauk Rapids	484.75	223.20	108,198.00
13	Elk River to Milaca Junction	435.93	123.40	53,793.00
14	East St. Cloud to Hinckley	981.93	153.59	150,818.00
15	Clearwater Junction to St. Cloud, including spur to dam	839.98	299.41	251,497.00
16	Willmar Junction to St. Cloud (West End)	906.12	223.61	202,625.00
17	East St. Cloud (East Switch) to Barnesville (East Head Block)	3,125.59	277.55	867,500.00
18	Sauk Center Junction to Park Rapids (1,000' West of Depot)	1,513.17	164.85	249,451.00
19	Park Rapids to Cass Lake	804.48	96.66	77,758.00
20	Evansville Junction to Tintah	504.39	150.00	75,658.00
21	Fergus Falls Junction to Pelican Rapids	316.75	205.01	64,938.00
22	Moorhead to Brushvale (State Line)	494.45	175.43	86,739.00
23	Barnesville North to Moorhead	339.71	312.10	106,044.00
24	Barnesville East to Noyes and St. Vincent	3,791.09	253.22	959,965.00
25	Moorhead to Carman Junction	919.09	172.90	158,913.00
26	Crookston Junction to East Grand Forks (State Line)	366.32	356.83	130,713.00
27	Ives (end of track) to St. Hilaire	236.20	84.33	19,920.00
28	Red Lake Falls Junction to Thief River Falls	308.86	256.92	79,352.00

29	Red Lake Falls Junction to Thief River Falls	308.30	256.62	79,052.00
29	Thief River Falls to Greenbush	828.44	61.43	50,894.00
30	Carman Junction to Fosston	1,078.31	128.05	138,083.00
31	Coon Creek to Hinckley	996.68	176.09	175,508.00
32	Sand Stone Spur	39.63	74.94	2,972.00
33	Hinckley to Foxboro	840.75	189.95	159,703.00
35	State Line to Cloquet (1,970' East of Depot)	299.93	122.33	36,842.00
36	Cloquet to Deer River	1,456.14	123.89	180,410.00
37	Brookston to Ellis	732.88	30.00	21,987.00
38	Mississippi to Dewey Lake	794.24	144.95	115,126.00
39	Chisholm to Virginia	294.80	154.47	45,538.00
40	Kelly Lake to Flanders (via Emmert)	157.69	35.70	5,629.00
41	Mining Spur	405.18	90.00	36,466.00
42	Deer River to Fosston	1,668.87	71.29	118,974.00
46	Kelly Lake to Fermoy Line	365.73	24.00	8,778.00
	Total	35,273.42	201.29	$7,100,379.00

The above figures include station grounds and yards at all stations except St. Paul, Minneapolis and Duluth.

Terminals.

1.	St. Paul	$354.12	$22,709.00	$8,041,686.00
2, 3, 44 & 45.	Minneapolis	401.59	36,168.00	14,524,704.00
34 & 43.	Duluth	27.19	35,644.00	969,152.00
	Total			$23,535,542.00
	Total in State			$30,635,921.00

Index.

COMPLAINANT'S EXHIBIT 10. HAYDEN—*Cont.*

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

LOCATION	Lands for Terminals		Average Market Value pr. sq. ft.	Average Value per Acre	Total Market Value
	Location	Total Acres			
Sibley St. to Broadway	St. Paul	2.09	$8.00	$348,480	$728,323
Broadway to John St	"	5.48	4.25	185,130	1,014,512
John to Willius	"	4.60	4.25	185,130	851,598
Willius to Kittson	"	4.20	2.50	108,900	457,380
Kittson to Fourth	"	2.25	2.50	108,900	245,025
Fourth St. to Seventh St	"	2.02	2.50	108,900	219,978
Seventh St. to Lafayette Ave	"	3.30	1.00	43,560	143,748
Lafayette Av. to Westminster St	"	2.19	.50	21,780	47,698
Westminster St. to Mississippi St	"	9.73	.40	17,424	169,535
Mississippi St. to Rice St	"	57.72	.28	12,340	712,264
Rice St. to Western Ave	"	21.00	.15	6,534	137,214
Western Ave. to Dale St	"	47.80	.15	6,534	312,325
Dale St. to Grotto St	"	7.81	.12	5,227	40,822
Grotto St. to Chatsworth St	"	9.09	.12	5,227	47,513
Chatsworth St. to Lexington Ave.	"	5.31	.12	5,227	27,755
Lexington Ave. to Griggs	"	4.64	.10	4,356	20,212
Griggs to Hamline	"	4.64	.10	4,356	20,212
Hamline Ave. to Snelling Ave	"	15.38	.10	4,356	66,995
Snelling Ave. to Fairview Ave	"	62.25	.10	4,356	271,161
Fairview Ave. to Cleveland Ave.	"	55.16	.25	10,890	600,039
Cleveland Ave. to Raymond Ave	"	8.33	.25	10,890	90,713
Raymond Ave. to City Limits at Emerald Ave	"	19.13	.25	10,890	208,325
Total	.....	354.12	.....	.....	$6,433,347
Add 25% for Railroad Value	.....	.....	.....	.....	1,608,339
					$8,041,686

St. Paul.

COMPLAINANT'S EXHIBIT 10. HAYDEN—*Cont.*

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

LOCATION	Lands for Terminals		Average Market Value pr. sq. ft.	Av. Value for Ry. Purposes per Acre	Total Market Value
	Location	Total Acres			
On Main St. from Second Ave. N. E. to 6th Av. S.E.	Minneapolis	5.62	$0.65	$28,314	$159,125
Sixth to Eleventh Av., S. E.	"	2.12	.75	32,670	69,261
Eleventh to Sixteenth Ave., S. E.	"	2.12	.55	23,958	50,791
Sixteenth Ave. S. E. to Oak Street	"	5.34	.25	10,890	58,152
Oak St. to East City Limits	"	72.49	.20	8,712	631,533
Division St. to Tenth Ave., S. E.	"	4.53	.35	15,246	69,064
Tenth Ave. S. E. to Oak St.	"	7.75	.25	10,890	84,397
Spring St. W'ly to Van Buren St.	"	8.53	.30	13,068	111,470
Van Buren St. to Nineteenth Ave., N. E.	"	6.02	.25	10,890	65,558
Nineteenth Ave. to Twenty-fifth Ave., N. E.	"	6.83	.15	6,534	44,627
Twenty-fifth Av to Twenty-seventh Ave., N. E.	"	1.87	.10	4,356	8,146
Twenty-seventh Ave. to Thirty-first Ave., N. E.	"	3.55	.07	3,267	11,598
Thirty-first Ave. N. E. to City Limits	"	4.44	.05	2,178	9,670
Total		131.21			$1,373,392
Add 25% for railroad value					343,348
					$1,716,740

Minneapolis, East Side.

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

LOCATION	Lands for Terminals		Average Market Value pr. sq. ft.	Average Value per Acre	Total Market Value
	Location	Total Acres			
Between Harrison, Division and Spring Sts.	Minneapolis	13.82	$0.30	$13,068	$180,600
Harrison St. to Main St.	"	10.58	1.00	43,560	460,865
Across Nicollet Island	"	.86	.65	28,314	24,350
Second Ave. N. to Fourth Ave. N.	"	3.23	2.50	108,900	351,747
Second St. N. to Seventh St. N.	"	15.67	4.00	174,240	2,730,341
Seventh St. N. to Lyndale Ave.	"	7.23	1.25	54,450	393,674
Lyndale Ave. to North Irving Ave.	"	54.18	.50	21,780	1,180,040
North Irving Ave. to Cedar Lake Road, Osseo Line	"	3.11	.25	10,890	33,868
Cedar Lake Road to Western Ave., Osseo Line	"	7.13	.12½	5,415	38,609
Western Ave. to City Limits	"	6.21	.12½	5,415	33,627
North Irving Ave. to North Penn. Ave.	"	15.34	.30	13,068	200,463
Tract adjacent M. & St. L. R. R. opposite Blk. 7, Kenwood	"	9.22	.25	10,890	100,406
From turn in Blk. 7, Kenwood, to City Limits, along M. & St. L. R. R. So. of Cedar Lake	"	11.76	.05	2,178	25,613
Penn. Ave. North, to City Limits, Breckenridge Main Line	"	69.64	.15	6,554	455,028
Total		227.98			$6,209,231
Add 25% for railroad value					1,522,308
					$7,761,539

Minneapolis, W. Side.

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

LOCATION	Lands for Terminals		Average Market Value pr. sq. ft.	Average Value per Acre	Total Market Value
	Location	Total Acres			
Sixth Ave. S. E. to Eleventh Ave. S. E.	Minneapolis	2.65	$0.75	$32,670	$86,575
Eleventh Ave. S. E. to Sixteenth Ave. S. E.	"	4.38	.55	23,958	104,936
Sixteenth Ave. S. E. to Oak Street	"	1.78	.25	10,890	19,384
Oak St. to East City Limits	"	2.83	.20	8,712	24,655
Across Hennepin Island to Sixth Ave. S.	"	1.37	.50	21,780	29,839
Sixth Ave. S. to Second Ave. South	"	2.85	2.50	108,900	510,365
Second Ave. S. to Second Ave. N.	"	11.02	5.00	217,800	2,400,156
Second Ave. N. to Fourth Ave. N.	"	3.30	2.50	108,900	359,370
Total		30.18			$3,335,280
Add 25% for railroad value					833,820
					$4,169,100

Minneapolis Union Ry.

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

LOCATION	Lands for Terminals		Average Market Value pr. sq. ft.	Average Value per Acre	Total Market Value
	Location	Total Acres			
Sixth Ave. S. E. to Eleventh Ave. S. E.	Minneapolis	1.67	$0.75	$32,670	$54,559
Cedar Ave. to Tenth Av. S.	"	6.24	1.00	43,560	271,814
Tenth Ave. S. to Sixth Av S.	"	4.31	2.00	87,120	375,487
Total		12.22			$701,860
Add 25% for railroad value					175,465
					$877,325

Minneapolis, Western Ry.

COMPLAINANT'S EXHIBIT 10. HAYDEN.—*Cont.*

GREAT NORTHERN RAILWAY

RAILROAD APPRAISAL OF JUNE 30, 1908.

Lands for Right of Way, Yards and Terminals.

LOCATION	Lands for Terminals		Average Market Value per Acre	Av. Value for Ry. Purposes per Acre	Total Right of Way Value
	Location	Total Acres			
Dock property (Bay Front Div.)	Duluth	3.03	$90,759	.....	$275,000
Michigan St. property.....	"	7.65	.....	71,315	545,562
Rice's Point property.....	"	16.51	.....	9,000	148,590
Total.....	.....	27.19	.....	$35,644	$969,152

Duluth.

CHARTS

TOO LARGE FOR FILMING

COMPLAINANT'S EXHIBIT 11. TAYLOR.

Valuations made by O. L. Taylor, John J. Watson and W. C. Read, October first, 1906, on Property owned by The Great Northern Railway Co., in Ramsey County, Minn.

Office building site and part of Block between Rosabel Street and center of Broadway	$8.00 per square foot
From center of Broadway to center of Willius Street	4.25 per square foot
From center of Willius Street to center of Brook Street and to Sixth Street	2.50 per square foot
From Sixth Street to Grove Street	2.50 per square foot
From Grove Street to Lafayette Avenue	1.00 per square foot
From Lafayette Avenue to Westminster Street	.50 per square foot
From Westminster Street to Courtland Street	.40 per square foot
From Courtland Street to Rice Street	.25 per square foot
From Rice Street to Western Avenue	.15 per square foot
From Western Avenue to Dale Street, including grounds of Dale Street shops	.15 per square foot
From Dale Street to Lexington Avenue	.12 per square foot
From center of Section 28 to Hennepin County line	.25 per square foot
From center of Section 28 to Snelling Avenue	.10 per square foot
From Snelling Avenue to Lexington Avenue	.10 per square foot

COMPLAINANT'S EXHIBIT 13. HOGELAND.

GREAT NORTHERN RAILWAY COMPANY.

Purchasing Department.

Howard James,
Director of Purchases.

S. B. Plechner,
Purchasing Agent.

ST. PAUL, MINN., March 23rd, 1909.

MR. A. H. HOGELAND,
Chief Engineer,
Building.

DEAR SIR:

Referring to the tie situation in Minnesota during the year 1908:

The Great Northern Railway Company used in Minnesota during that year approximately 764,500 new ties for various purposes, as shown by the records of the Accounting Department. During the Fall and Winter of 1907 and 1908, the customary circulars were prepared by the Purchasing Department and posted in company depots, stores and other public places along the lines of the Great Northern Railway throughout the timber district, as per copy attached.

Under this circular 155,055 ties were gotten out by settlers in process of clearing up their land and delivered on the right of way of the Railway Company at or between stations in small lots at a great many different points.

Of the 155,055 ties secured as above mentioned, 51,946 complied with our specifications for main track ties, which called for a tie 7" face and over and 7" thick. This number, 51,946 would be sufficient for about 17 miles of new main track. The balance of the ties required in Minnesota to make up the total requirements above mentioned, were secured at the best available prices from contractors owning or or controlling large bodies of standing tie timber in the State. The average price paid for the ties secured from such contractors was 55 cents for Tamarac and 61 cents for Cedar.

In addition to the prices paid either the settlers or contractors for ties furnished as above mentioned, it was necessary for the Railway Company to inspect, peel and load the ties. The necessary expense of such inspection, peeling and loading averages 5 cents per tie.

Of the ties secured from contractors in Minnesota for the period 1904 to 1908 inclusive, comprising the great bulk of all ties used by the company in the State during that period, the average price per tie loaded on cars for each year is shown as follows:

	Tamarac	Cedar
1904	41 cts.	46 cts.
1905	38 "	44½ "
1906	44 "	49½ "
1907	60 "	62 "
1908	60 "	66 "

Yours truly,

S. B. PLECHNER,
Purchasing Agent.

Read Carefully. Note Important Changes.

NOTICE.

GREAT NORTHERN RAILWAY.

TIES.

Will be purchased by this company, at its option, as per description, price and specifications given hereon at all stations on the Great Northern Railway in Minnesota and Wisconsin.

Specifications:

ALL HEWED TIES must be of good round, sound, live timber, exactly eight (8) feet long, straight and well hewed on both sides, free from score hacks and of a uniform thickness. ENDS TO BE SAWED square and the hewed sides to be parallel and out of wind. Ties slabbed two sides accepted as hewed. SPLIT TIES TO BE HEWED ON ALL FOUR SIDES AND sides to be parallel and out of wind.

ALL SAWED TIES to be sound, thrifty, live timber sawed square on the ends and on the four sides and TO BE FREE FROM WANE, exactly eight (8) feet long, seven (7) inches thick and eight (8) inches face. If over eight (8) inches they will be inspected as eight (8). Oak ties sawed six (6) inches thick and eight (8) inches face will be accepted.

TIES VARYING ONE INCH OR MORE UNDER OR OVER EIGHT (8) FEET LONG WILL NOT BE ACCEPTED.

White and Burr Oak, Cedar, Tamarac and White Pine ties filling the above specifications will be graded and paid for as follows:

PRICES.

White and Burr Oak.

Grade			Per tie
No. 1.	Hewed or slabbed	7 in. face and over, 7 in. thick	57c
No. 2.	" " "	7 " " " " 6 " "	47c
No. 3.	" " "	6 " " " " 6 " "	42c
No. 4.	Sawed	8 " " " " 7 " "	57c
No. 5.	"	8 " " " " 6 " "	42c
No. 6.	Split	8 " " " " 7 " "	57c
No. 7.	Serviceable Oak Culls		15c

Cedar.

No. 10.	Hewed or slabbed	7 in. face and over, 7 in. thick	40c
No. 11.	" " "	6 " " " " 6 or 7 " "	32c

Tamarac.

No. 15.	Hewed or slabbed	7 in. face and over, 7 in. thick	35c
No. 16.	" " "	6 " " " " 6 or 7 " "	30c

White Pine.

No. 20.	Hewed, slabbed or sawed	7 in. face and over, 7 in. thick	34c
No. 21.	" " "	6 " " " " 6 or 7 " "	26c
No. 22.	Serviceable cedar, tamarac and white pine culls		10c

NOTE: FOLLOWING INSTRCTIONS MUST BE FOLLOWED IN PILING TIES ON RIGHT OF WAY.

Permission must be obtained at all stations at which there are Agents to pile ties on the Company's right of way, and Agent will designate place where they are to be piled. Ties must be, however, piled at all stations or sidings on skids, at or above grade.

They must be piled at least eight ties high with a space of three feet between ranks with the large end of each tie facing the track.

The first rank to be not less than eight feet from the nearest rail, and no ties shall be to exceed 50 feet from the track. All ties must be piled even on the ends so Inspectors can see whether they are all of an even length. Ties of different kinds of timber must be piled in separate piles.

WE WILL PAY 1¾ CENTS PER TIE EXTRA FOR ALL THE TAMARAC TIES THAT ARE PEELED FREE FROM BARK AT TIME OF INSPECTION.

No peeling of ties will be allowed on the Company's right of way, except by special authority given by Division Superintendent.

These instructions must be strictly followed or you will be required to furnish necessary help to rehandle the ties for their protection, economical handling when loading or for inspection.

Cards to show ownership of ties and address of owner will be furnished by the Purchasing Agent or Station Agent. They must be filled out in ink, as provided for, and securely attached to each pile.

No ties will be received, piled outside of switches, except by special agreement.

Any person or persons violating these terms will be considered trespassers, and will assume all risks, and be held liable for all damage caused by their action. All ties put out in accordance with this circular AND RECEIVED BY THE COMPANY, will be inspected monthly when practicable, commencing January, 1908, and payments made within thirty days after the month in which inspection is made.

S. B. PLECHNER,
Purchasing Agent.

St. Paul, December 1, 1907.

Write for prices on White Oak Car Stock and Switch Ties. No Ash or Elm Ties Accepted.

COMPLAINANT'S EXHIBIT 15. ELWOOD.

Valuations made by Lester B. Elwood, F. E. Barney and J. Arthur Ridgeway on Real Estate owned by Great Northern Railway Company in Minneapolis, Minn.

WEST SIDE.

From 2nd Avenue South to 2nd Avenue North	$5.00 per square foot
From 2nd Avenue North to 4th Avenue North between 1st Street and the River	2.50 per square foot
From 1st Street North to 7th Street North	3.50 per square foot
From the Southeasterly boundary line of Lots 5 and 6, Block 12, Bradford and Lewis Addition to 10th Ave. North, between Washington Ave. and 3rd, St	2.00 per square foot
From 7th Street to Lyndale Avenue	1.25 per square foot
From Lyndale Avenue to Irving Avenue	.50 per square foot
Osseo Branch, from Irving Avenue to Cedar Lake Road	.25 per square foot
Osseo Branch, from Cedar Lake Road to City Limits	.12½ per square foot
From Irving Avenue to Penn Avenue	.30 per square foot
From Penn Avenue to City Limits, excepting old line St. Paul and Pacific Railway	.15 per square foot
Old Line St. Paul and Pacific from Franklin Avenue to City Limits along East Shore Cedar Lake	.05 per square foot
From 2nd Avenue South to 6th Avenue South	2.50 per square foot
From 6th Avenue South to and across Hennepin Island	.50 per square foot
From 6th Avenue South to 10th Avenue South	2.00 per square foot
From Cedar Avenue to 10th Avenue South	1.00 per square foot

EAST SIDE.

From Main Street to Harrison Street	$1.00 per square foot
6th Avenue S. E. to 4th Avenue N. E. including Nicollet Island	.65 per square foot
6th Avenue S. E. to 11th Avenue S. E. South of 2nd Street	.75 per square foot
11th Avenue S. E. to 16th Avenue S. E. South of 5th Street	.55 per square foot
16th Avenue S. E. to Oak Street south of 7th Street	.25 per square foot
Oak Street to City Limits	.20 per square foot
Oak Street to 10th Street North of 8th Street	.25 per square foot
10th Street to Division Street	.35 per square foot
Between Spring, Division, Pierce and Harrison Streets	.30 per square foot
From Spring Street to Van Buren Street	.30 per square foot
From Van Buren Street to 19th Avenue N. E	.25 per square foot
From 19th Avenue N. E. to 25th Avenue N. E	.15 per square foot
From 25th Avenue N. E. to 27th Avenue N. E	.10 per square foot
From 27th Avenue N. E. to 31st Avenue N. E	.07½ per square foot
From 31st Avenue N. E. to City Limits on the North	.05 per square foot

LESTER B. ELWOOD.
J. ARTHUR RIDGEWAY.
FRED E. BARNEY.

COMPLAINANT'S EXHIBIT 17. STRYKER.

VALUATION OF RAILROAD PROPERTY AT DULUTH.

Great Northern Railway Company's Property.

Dock property fronting on Sixth Ave. West	$250,000.00	
Michigan street—Sixth Ave. W. to Seventh Ave. W	$350.00	per front ft.
Seventh Ave. W. to Eighth " "	250.00	" "
Eighth Ave. W. to Ninth " "	200.00	" "
Ninth Ave. W. to Eleventh " "	150.00	" "
Right of Way—East of Thirteenth Avenue West	12,500.00	per acre
Rice's Point property	3,000.00	" "

Chicago, St. Paul, Minneapolis & Omaha Company's Property.

Dock property—On Eighth Ave. West	$200,000.00	
Fifth Avenue West Frontage, 300 feet x 150 feet deep	500.00	per front ft.
Commerce Street frontage, 750 feet at	200.00	" "
Northern Pacific Yard frontage 750 feet at	300.00	" "
" " " " 530 " "	200.00	" "
West side Fifth Ave. W. frontage 96 feet at	500.00	" "
Right of Way East of Thirteenth Ave. West	12,500.00	per acre
Rice's Point property	3,000.00	" "

Northern Pacific Railway Company's Property.

Chester Creek to Fifth Ave. East	$2,500.00	per acre
1311 Lineal feet on Michigan street at	100.00	per front ft.
388 " " " Lake Shore at	15.00	" "
First Avenue East to Lake Ave	98,800.00	for parcel
Lake Ave. to Fifth Ave. W	809,000.00	" "
Docks 5 and 6	125,000.00	" "
Northwestern Fuel Dock	300,000.00	" "
Frontage on West side Fifth Ave. W. 110 front feet	500.00	per front ft.
Corner Mich. St. and Sixth Ave. W. 75 ft. frontage	200.00	" "
Dock between Commerce Slip and Sixth Ave. W	250,000.00	for parcel
Dock No. 4	225,000.00	" "
Dock No. 3	175,000.00	" "
Right of Way East of 13th Ave., West	12,500.00	per acre
Rice's Point property	2,500.00	" "
Blue print No. 3	2,000.00	per acre
" " " 4	1,750.00	" "
" " " 5	1,500.00	" "
" " " 6	1,250.00	" "
" " " 7	1,250.00	" "
" " " 8	1,250.00	" "
" " " 9	1,000.00	" "

Union Depot Company's Property.

Depot Block	$275,000.00	for parcel
Right of Way	12,500.00	per acre

St. Paul, Minn., Dec. 27th, 1906.

J. D. STRYKER.
L. MENDENHALL.
E. C. LITTLE.
Appraisers.

COMPLAINANT'S EXHIBIT 18. PARKER.

GREAT NORTHERN RAILWAY LINE.

Statement showing tons one mile, revenue and rate per ton per mile on freight business handled during the months of October 1907 and April 1908, and the fiscal years ending June 30th, 1907 and June 30th, 1908.

	Tons One Mile	Revenue	Rate per Ton per Mile
October, 1907	692,618,032	$5,230,301.74	$.00755
April, 1908	288,832,948	2,433,867.74	.00842
Total two months	981,450,980	$7,664,169.48	$.00781
Year ending June 30th, 1907	5,427,703,225	$42,443,477.87	$.00782
Year ending June 30th, 1908	5,164,176,870	40,319,341.45	.00781

Accounting Department, April 2, 1909, S-231.

COMPLAINANT'S EXHIBIT 10. PARKER.

GREAT NORTHERN RAILWAY LINE

Statement Comparing Minnesota freight Business with that of all other States, and the entire Road, Fiscal Year ending June 30th, 1907.

	Tons Carried	Tons One Mile	Percent of Total Tons One Mile in Minnesota	Percent of Total Tons One Mile Entire Road	Average Haul Miles
Minnesota Intrastate	1,697,720	194,529,577	08.26	03.58	114.6
Minnesota Interstate	14,584,035	2,159,503,682	91.74	39.77	148.1
Total in Minnesota	16,281,755	2,354,033,259	100.00	43.35	144.6
Total entire road	22,061,028	5,427,708,225	.....	.....	246.0

Accounting Department, April 3rd, 1909, S-234.

COMPLAINANT'S EXHIBIT 20. PARKER.

GREAT NORTHERN RAILWAY LINE

Statement Comparing Minnesota Freight Business with that of all other States, and the entire Road, Fiscal Year ending June 30th, 1908.

	Tons Carried	Tons One Mile	Percent of Total Tons One Mile in Minnesota	Percent of Total Tons One Mile Entire Road	Average Haul Miles
Minnesota Intrastate	1,511,487	171,317,766	08.07	03.32	113.4
Minnesota Interstate	12,842,268	1,952,426,967	91.93	37.81	152.0
Total in Minnesota	14,353,755	2,123,744,733	100.00	41.13	148.0
Total entire road	19,269,248	5,164,176,870	.....	.....	268.0

Accounting Department, April 3rd, 1909, S-235.

COMPLAINANT'S EXHIBIT 21. PARKER.

GREAT NORTHERN RAILWAY LINE
(Including Willmar & Sioux Falls Railway Co.)

Statement showing Reduction in Freight Revenue on Commodities mentioned below, handled from point of Origin to Final Destination wholly in Minnesota, although more than one Carrier may be interested. Based on Tonnage for Year ending June 30th, 1907, at Rates effective prior to Voluntary Reductions on Grain, Sept. 1, 1906, and on Coal, Oct. 22, 1906, at Rates ordered by Minnesota Ry. and Warehouse Commission, and at Rates fixed by act of April 18, 1907, known as the Commodity Rate Law.

Commodity	1 Rates effective prior to voluntary reductions	2 Rates voluntarily reduced on grain Sept. 1, 1906 and on coal Oct. 22, 1906	3 Rates fixed by Commodity Rate Law April 18, 1907 and by Railway Commission	Loss in Revenue 4 Voluntary Reductions on grain and coal	5 Rates fixed by Commodity Rate Law April 18, 1907	6 Rates ordered by Ry. Comm'n on Mdse. effective Nov. 15, 1906 and to Jobbing Centers May 3, 1907	7 Totals
Wheat	$574,892.78	$527,279.84	$500,474.15	$47,612.94	$26,805.69	.....	$74,418.63
Flour	29,009.23	27,887.53	24,039.60	1,121.70	3,847.93	.....	4,969.63
Flax	36,154.25	32,598.50	28,645.67	3,555.75	3,952.83	.....	7,508.58
Millstuffs	23,312.06	22,193.26	17,058.24	1,118.80	5,135.02	.....	6,253.82
Coarse grains	172,465.86	154,445.08	126,570.22	18,020.78	27,874.86	.....	45,895.64
Total grain and products	$835,834.18	$764,404.21	$696,787.88	$71,429.97	$67,616.33	.....	$139,046.30
Cattle	$45,487.32	$45,487.32	$42,556.85	.....	$2,930.47	.....	$2,930.47
Sheep	4,048.77	4,048.77	3,803.85	.....	244.92	.....	244.92
Hogs	46,068.84	46,068.84	40,582.35	.....	5,486.49	.....	5,486.49
Total stock	$95,604.93	$95,604.93	$86,943.05	.....	$8,661.88	.....	$8,661.88
Lumber, lath and shingles	$69,008.07	$69,008.07	$60,142.08	.....	$8,865.99	.....	$8,865.99
Hard coal	.....	.....	.....	.....	.....	.....	.....
Soft coal	$1,455.86	$1,319.83	$892.34	$136.03	$427.49	.....	$563.52
Total coal	$1,455.86	$1,319.83	$892.34	$136.03	$427.49	.....	$563.52
Various C. L. groceries to jobbing centers	$5,087.87	$5,087.87	$4,232.10	.....	.....	$855.77	$855.77
Merchandise	$842,089.77	$842,089.77	$672,942.90	.....	.....	$169,146.87	$169,146.87
Grand totals	$1,849,080.68	$1,777,514.68	$1,521,940.35	$71,566.00	$85,571.69	$170,002.64	$327,140.33

Accounting Department, Sept. 5th, 1908, 8-200.

GREAT NORTHERN RAILWAY LINE
(Including Willmar & Sioux Falls Railway Co.)

Statement showing Reduction in Freight Revenue on Commodities mentioned below, handled from point of Origin to Final Destination wholly in Minnesota, although more than one Carrier may be interested. Based on Tonnage for Year ending June 30th, 1908, at Rates effective prior to Voluntary Reductions on Grain, Sept. 1, 1906, and on Coal, Oct. 22, 1906, at Rates ordered by Minnesota Ry. and Warehouse Commission, and at Rates fixed by Act of April 18, 1907, known as the Commodity Rate Law.

Commodity	1 Rates effective prior to voluntary reductions	2 Rates voluntarily reduced on grain Sept. 1, 1906 and on coal Oct. 22, 1906	3 Rates fixed by Commodity Rate Law April 18, 1907 and by Railway Commission	Loss in Revenue 4 Voluntary Reductions on grain and coal	5 Rates fixed by Commodity Rate Law April 18, 1907	6 Rates ordered by Ry. Comm'n on Mdse. effective Nov. 15, 1906 and to Jobbing Centers May 3, 1907	7 Totals
Wheat	$473,560.75	$434,597.40	$412,626.87	$38,963.35	$21,970.53	.....	$60,933.88
Flour	23,902.62	22,950.56	19,647.08	952.06	3,303.48	.....	4,255.54
Flax	42,040.83	38,108.38	34,631.68	3,932.45	3,476.70	.....	7,409.15
Millstuffs	22,090.75	21,170.28	16,490.33	920.47	4,679.95	.....	5,600.42
Coarse grains	272,119.68	244,407.43	205,118.80	27,712.25	39,288.63	.....	67,000.88
Total grain and products	$833,714.63	$761,234.05	$688,514.76	$72,480.58	$72,719.29	.....	$145,199.87
Cattle	$48,505.13	$48,505.13	$45,292.10	.....	$3,213.03	.....	$3,213.03
Sheep	4,297.92	4,297.92	3,993.48	.....	304.44	.....	304.44
Hogs	45,562.89	45,562.89	40,427.47	.....	5,135.42	.....	5,135.42
Total stock	$98,365.94	$98,365.94	$89,713.05	.....	$8,652.89	.....	$8,652.89
Lumber, lath and shingles	$47,746.86	$47,746.86	$42,197.69	.....	$5,549.17	.....	$5,549.17
Hard coal	.....	.....	.....	.....	.....	.....	.....
Soft coal	$1,120.83	$1,009.08	$669.00	$111.75	$340.08	.....	$451.83
Total coal	$1,120.83	$1,009.08	$669.00	$111.75	$340.08	.....	$451.83
Various C. L. groceries to jobbing centers	$3,778.54	$3,778.54	$3,012.80	.....	.....	$765.74	$765.74
Merchandise	$887,226.15	$887,226.15	$709,012.93	.....	.....	$178,213.22	$178,213.22
Grand totals	$1,871,952.95	$1,799,360.62	$1,533,120.23	$72,592.33	$87,261.43	$ 178,978.96	$338,832.72

Accounting Department, Sept. 5th, 1908, S-201.

COMPLAINANT'S EXHIBIT 25. PARKER.

GREAT NORTHERN RAILWAY LINE
(Including Willmar & Sioux Falls Railway Co.)

Statement showing Reduction in Freight Revenue on Commodities mentioned below, handled by Great Northern Railway between Minnesota and other States. Based on Tonnage for Year ending June 30th, 1907, at Rates effective prior to Voluntary Reductions on Grain, Sept. 1, 1906, and on Coal, Oct. 22, 1906, at Rates ordered by Minnesota Ry. and Warehouse Commission, and at Rates fixed by Act of April 18, 1907, known as the Commodity Rate Law.

Not including Business between Duluth and Superior and Stations in Minnesota.

Commodity	1 Rates effective prior to voluntary reductions	2 Rates voluntarily reduced on grain Sept. 1, 1906 and on coal Oct. 22, 1906	3 Rates fixed by Commodity Rate Law April 18, 1907 and by Railway Commission	Loss in Revenue			
				4 Voluntary Reductions on grain and coal	5 Rates fixed by Commodity Rate Law April 18, 1907	6 Rates ordered by Ry. Comm'n on Mdse. effective Nov. 15, 1906 and to Jobbing Centers May 3, 1907	7 Totals
Wheat	$3,095,170.00	$2,882,157.73	$2,875,773.15	$213,012.27	$6,384.58	.....	$219,396.85
Flour	46,094.05	43,034.75	41,907.40	3,059.30	1,127.35	.....	4,186.65
Flax	587,625.34	549,199.43	547,672.03	38,425.91	1,527.40	.....	39,953.31
Millstuffs	25,017.15	23,168.71	21,705.93	1,848.44	1,462.78	.....	3,311.22
Coarse grains	815,019.42	744,746.71	731,518.72	70,272.71	13,227.99	.....	83,500.70
Total grain and products	$4,568,925.96	$4,242,307.33	$4,218,577.23	$326,618.63	$23,730.10	.....	$350,348.73
Cattle	$2,047.81	$2,047.81	$1,734.95	.....	$312.86	.....	$312.86
Sheep	.....	.....	.....	.....	.....	.....	.....
Hogs	223.33	223.33	183.20	.....	40.13	.....	40.13
Total stock	$2,271.14	$2,271.14	$1,918.15	.....	$352.99	.....	$352.99
Lumber, lath and shingles	$168,275.59	$168,275.59	$146,770.31	.....	$21,505.28	.....	$21,505.28
Hard coal	$85,289.02	$78,351.78	$73,609.36	$6,937.24	$4,742.42	.....	$11,679.66
Soft coal	237,919.14	219,171.41	202,293.39	18,747.73	16,878.02	.....	35,625.75
Total coal	$323,208.16	$297,523.19	$275,902.75	$25,684.97	$21,620.44	.....	$47,305.41
Various C. L. groceries to jobbing centers	$26,450.92	$26,450.92	$23,212.05	.....	.....	$3,238.87	$3,238.87
Merchandise	$1,253,123.13	$1,253,123.13	$1,149,403.36	.....	.....	$103,719.77	$103,719.77
Grand totals	$6,342,254.90	$5,989,951.30	$5,815,783.85	$352,303.60	$67,208.81	$106,958.64	$526,471.05

Accounting Department, Sept. 5th, 1908, S-204.

COMPLAINANT'S EXHIBIT 26. PARKER.

GREAT NORTHERN RAILWAY LINE
(Including Willmar & Sioux Falls Railway Co.)

Statement showing Reduction in Freight Revenue on Commodities mentioned below, handled by Great Northern Railway between Minnesota and other States. Based on Tonnage for Year ending June 30th, 1908, at Rates effective prior to Voluntary Reductions on Grain, Sept. 1, 1906, and on Coal, Oct. 22, 1906, at Rates ordered by Minnesota Ry. and Warehouse Commission, and at Rates fixed by Act of April 18, 1907, known as the Commodity Rate Law.

Not including Business between Duluth and Superior and Stations in Minnesota.

Commodity	1 Rates effective prior to voluntary reductions	2 Rates voluntarily reduced on grain Sept. 1, 1906 and on coal Oct. 22, 1906	3 Rates fixed by Commodity Rate Law April 18, 1907 and by Railway Commission	Loss in Revenue 4 Voluntary Reductions on grain and coal	5 Rates fixed by Commodity Rate Law April 18, 1907	6 Rates ordered by Ry. Comm'n on Mdse. effective Nov. 15, 1906 and to Jobbing Centers May 3, 1907	7 Totals
Wheat	$2,486,155.96	$2,317,643.62	$2,310,955.48	$168,512.34	$6,688.14	.....	$175,200.48
Flour	34,746.78	32,375.81	31,352.48	2,370.97	1,023.33	.....	3,394.30
Flax	501,570.63	468,775.42	467,206.58	32,795.21	1,568.84	.....	34,364.05
Millstuffs	26,368.63	24,671.97	22,348.59	1,696.66	2,323.38	.....	4,020.04
Coarse grains	718,692.93	652,690.11	639,814.28	66,002.82	12,875.83	.....	78,878.65
Total grain and products	$3,767,534.93	$3,496,156.93	$3,471,677.41	$271,378.00	$24,479.52	.....	$295,857.52
Cattle	$728.92	$728.92	$606.02	.....	$122.90	.....	$122.90
Sheep	.....	.....	.....	.....	.....	.....	.....
Hogs	93.38	93.38	91.30	.....	2.08	.....	2.08
Total stock	$822.30	$822.30	$697.32	.....	$124.98	.....	$124.98
Lumber, lath and shingles	$98,585.70	$98,585.70	$84,137.27	.....	$14,448.43	.....	$14,448.43
Hard coal	$103,461.16	$95,649.44	$89,589.79	$7,811.72	$6,059.65	.....	$13,871.37
Soft coal	234,946.34	215,665.33	197,757.51	19,281.01	17,907.82	.....	37,188.83
Total coal	$338,407.50	$311,314.77	$287,347.30	$27,092.73	$23,967.47	.....	$51,060.20
Various C. L. groceries to jobbing centers	$12,650.43	$12,650.43	$10,918.62	.....	.....	$1,731.81	$1,731.81
Merchandise	$1,173,943.65	$1,173,943.65	$1,076,767.00	.....	.....	$97,176.65	$97,176.65
Grand totals	$5,391,944.51	$5,093,473.78	$4,931,544.92	$298,470.73	$63,020.40	$98,908.46	$460,399.59

Accounting Department, Sept. 5th, 1908, S-205.

COMPLAINANT'S EXHIBIT 27. PARKER.

GREAT NORTHERN RAILWAY LINE
(Including Willmar & Sioux Falls Railway Co.)

Statement showing Reduction in Freight Revenue on Commodities mentioned below, handled by Great Northern Railway between Duluth and Superior and Stations in Minnesota. Based on Tonnage for Year ending June 30th, 1907, at Rates effective prior to Voluntary Reductions on Grain, Sept. 1, 1906, and on Coal, Oct. 22, 1906, at Rates ordered by Minnesota Ry. and Warehouse Commission and at Rates fixed by Act of April 18, 1907, known as the Commodity Rate Law.

Commodity	1	2	3	Loss in Revenue			
	Rates effective prior to voluntary reductions	Rates voluntarily reduced on grain Sept. 1, 1906 and on coal Oct. 22, 1906	Rates fixed by Commodity Rate Law April 18, 1907 and by Railway Commission	4 Voluntary Reductions on grain and coal	5 Rates fixed by Commodity Rate Law April 18, 1907	6 Rates ordered by Ry. Comm'n on Mdse. effective Nov. 15, 1906 and to Jobbing Centers May 3, 1907	7 Totals
Wheat	$215,113.92	$195,489.43	$187,488.58	$19,624.49	$8,000.85	.....	$27,625.34
Flour	23,078.43	21,164.18	19,382.81	1,914.25	1,781.37	.....	3,695.62
Flax	144,515.09	136,122.24	116,025.92	8,392.85	20,096.32	.....	28,489.17
Millstuffs	30,180.00	29,660.52	20,683.70	519.48	8,976.82	.....	9,496.30
Coarse grains	143,313.25	132,541.12	105,497.11	10,772.13	27,044.01	.....	37,816.14
Total grain and products	$556,200.69	$514,977.49	$449,078.12	$41,223.20	$65,899.37	.....	$107,122.57
Cattle	.....	.....	.....	.....	.....	.....	.....
Sheep	.....	.....	.....	.....	.....	.....	.....
Hogs	.....	.....	.....	.....	.....	.....	.....
Total stock	.....	.....	.....	.....	.....	.....	.....
Lumber, lath and shingles	$2,332.87	$2,332.87	$1,906.67	.....	$426.20	.....	$426.20
Hard coal	$123,287.68	$116,295.91	$103,612.79	$6,991.77	$12,683.12	.....	$19,674.89
Soft coal	376,012.86	352,023.27	305,352.58	23,989.59	46,670.69	.....	70,660.28
Total coal	$499,300.54	$468,319.18	$408,965.37	$30,981.36	$59,353.81	.....	$90,335.17
Various C. L. groceries to jobbing centers	$2,821.09	$2,821.09	$2,566.00	.....	.....	$255.09	$255.09
Merchandise	$337,773.38	$337,773.38	$263,770.34	.....	.....	$74,003.04	$74,003.04
Grand totals	$1,398,428.57	$1,326,224.01	$1,126,286.50	$72,204.56	$125,679.38	$74,258.13	$272,142.07

Accounting Department, Sept. 5th, 1908, S-206.

COMPLAINANT'S EXHIBIT 28. PARKER.

GREAT NORTHERN RAILWAY LINE
(Including Willmar & Sioux Falls Railway Co.)

Statement showing Reduction in Freight Revenue on Commodities mentioned below, handled by Great Northern Railway between Duluth and Superior and Stations in Minnesota. Based on Tonnage for Year ending June 30th, 1908, at Rates effective prior to Voluntary Reductions on Grain, Sept. 1, 1906, and on Coal, Oct. 22, 1906, at Rates ordered by Minnesota Ry. and Warehouse Commission and at Rates fixed by Act of April 18, 1907, known as the Commodity Rate Law.

Commodity	1 Rates effective prior to voluntary reductions	2 Rates voluntarily reduced on grain Sept. 1, 1906 and on coal Oct. 22, 1906	3 Rates fixed by Commodity Rate Law April 18, 1907 and by Railway Commission	Loss in Revenue 4 Voluntary Reductions on grain and coal	5 Rates fixed by Commodity Rate Law April 18, 1907	6 Rates ordered by Ry. Comm'n on Mdse. effective Nov. 15, 1906 and to Jobbing Centers May 3, 1907	7 Totals
Wheat	$238,536.16	$216,798.75	$209,346.41	$21,737.41	$7,452.34	.....	$29,189.75
Flour	14,400.67	13,347.69	12,011.98	1,052.98	1,335.71	.....	2,388.69
Flax	95,774.54	89,294.10	78,950.65	6,480.44	10,343.45	.....	16,823.89
Millstuffs	28,097.02	27,808.45	19,187.93	288.57	8,620.52	.....	8,909.09
Coarse grains	122,888.30	116,902.50	89,351.55	5,985.80	27,550.95	.....	33,536.75
Total grain and products	$499,696.69	$464,151.49	$408,848.52	$35,545.20	$55,302.97	.....	$90,848.17
Cattle	.....	.....	.....	.....	.....	.....	.....
Sheep	.....	.....	.....	.....	.....	.....	.....
Hogs	.....	.....	.....	.....	.....	.....	.....
Total stock	.....	.....	.....	.....	$97.72	.....	$97.72
Lumber, lath and shingles	$682.39	$682.39	$584.67	.....	.....	.....	.....
Hard coal	$142,353.85	$133,747.42	$119,146.01	$8,606.43	$14,601.41	.....	$23,207.84
Soft coal	375,679.88	346,781.78	291,211.04	28,898.10	55,570.74	.....	84,468.84
Total coal	$518,033.73	$480,529.20	$410,357.05	$37,504.53	$70,172.15	.....	$107,676.68
Various C. L. groceries to jobbing centers	$1,087.29	$1,087.29	$985.75	.....	.....	$101.54	$101.54
Merchandise	$336,368.50	$336,368.50	$262,673.26	.....	.....	$73,695.24	$73,695.24
Grand totals	$1,355,868.60	$1,282,818.87	$1,083,449.25	$73,049.73	$125,572.84	$73,796.78	$272,419.35

Accounting Department, Sept. 5th, 1908, S-207.

COMPLAINANT'S EXHIBIT 29. PARKER.

GREAT NORTHERN RAILWAY LINE

(Including Spokane Falls & Northern, Kootenai Valley and Bedlington & Nelson Railways.)

Statement showing total Freight Revenue from Interstate Business **Including** Proportion of Interstate in Minnesota and Local to State Business **Excluding** Business Local to Minnesota and Loss which would result if the same Percentage of reduction ordered by Minnesota Railway and Warehouse Commission on Merchandise Nov. 15, 1906 and Carload Groceries to Jobbing Centers, May, 3, 1907, and by H. F. 1190 Rate Law of April 18, 1907, on Commodities specified, had been applied to the Balance of the Line.
Years ending June 30, 1907 and 1908.

	Freight Revenue, Year ending June 30th, 1907	Freight Revenue, Year ending June 30th, 1908
Local to state **excluding** business strictly local to Minnesota and interstate **including** interstate in Minnesota and all other states	$39,926,557.56	$37,952,982.43
Loss on above business on basis of the percentage of reduction which was ordered on merchandise and commodities affected **locally** in Minnesota	5,760,624.49 = 14.38%	5,650,673.27 = 14.80%
Loss on above business on basis of the percentage of reduction on business handled locally in Minnesota, including commodities **not** affected by the various orders	4,052,545.59 = 10.15%	4,269,710.52 = 11.25%

Percents of 14.38 in 1908 and 14.80 in 1907, are arrived at by applying the loss on merchandise and the various commodities affected, handled locally in Minnesota, to the earnings on the same business.

Percents of 10.15 in 1908 and 11.25 in 1907, are arrived at by applying the loss on merchandise and the various commodities affected, handled locally in Minnesota, to the total local freight revenue in Minnesota, on all business including commodities **not** affected for corresponding years.

In order to obtain the loss on the entire line caused by the various rate orders mentioned, it will be necessary to add the loss locally in Minnesota, per statements S-200 (1907) and S-201 (1908) to the figures.

Accounting Department, April 5th. 1909, S-236.

COMPLAINANT'S EXHIBIT 30. PARKER.

GREAT NORTHERN RAILWAY LINE

(Including Spokane Falls & Northern, Kootenai Valley and Bedlington & Nelson Rys.)

Statement showing number of Tons of Revenue Freight moved One Mile and Freight Revenue as outlined below, Years ending June 30th, 1907 and 1908.

	Year Ending June 30th, 1907		Year Ending June 30th, 1908	
	Tons One Mile	Revenue	Tons One Mile	Revenue
Local interstate in Minnesota—handled by Great Northern Ry. between points in Minnesota, but which originated or terminated on foreign lines in states other than Minnesota	88,430,126	$944,494.97	70,594,598	$850,172.23
Interstate in Minnesota—handled by Great Northern Ry. between Minnesota and other states	2,071,073,556	13,867,092.60	1,881,832,369	12,442,129.82
Total interstate in Minnesota, including local interstate	2,159,503,682	$14,811,587.57	1,952,426,967	$13,292,302.05
Local to Minnesota—handled wholly within the state, although more than one carrier may be interested	194,529,577	$2,516,920.31	171,317,766	$2,366,359.02
Total Minnesota—local to state, local interstate and interstate	2,354,033,259	$17,328,507.88	2,123,744,733	$15,658,661.07
Local to states other than Minnesota and interstate in states other than Minnesota	3,073,669,966	$25,114,969.99	3,040,432,137	$24,660,680.38
Grand total all states local to state and interstate	5,427,703,225	$42,443,477.87	5,164,176,870	$40,319,341.45
Deduct local to Minnesota	194,529,577	$2,516,920.31	171,317,766	$2,366,359.02
Total local to states other than Minnesota and interstate including proportion of interstate in Minnesota	5,233,173,648	$39,926,557.56	4,992,859,104	$37,952,982.43

Accounting Department Sept. 5th, 1908, S-212.

Local to Minnesota.

COMPLAINANT'S EXHIBIT 31. PARKER.

GREAT NORTHERN RAILWAY LINE.

(Including Willmar & Sioux Falls Railway Co.)

Statement showing Freight Revenue on commodities mentioned below, handled from point of origin to final destination wholly in Minnesota, although more than one carrier may be interested. Based on tonnage for year ending June 30th, 1908, at rates effective prior to reduced rates ordered by the Minnesota Ry., and Warehouse Commission on merchandise effective November 15th, 1906, and on carload groceries to jobbing centers effective May 3rd, 1907, and rates fixed by Commodity Rate Law April 18th, 1907.

Commodity	Revenue	Percent of Total
Wheat	$434,597.40	17.07
Flour	22,950.56	00.91
Flax	38,108.38	01.50
Millstuffs	21,170.28	00.83
Coarse Grains	244,407.43	09.60
Total grain and products	$761,234.05	29.91
Cattle	$48,505.13	01.90
Sheep	4,297.92	00.17
Hogs	45,562.89	01.79
Total Stock	$98,365.94	03.86
Lumber, Lath and Shingles	$47,746.86	01.88
Hard Coal	.....	00.00
Soft Coal	$1,009.08	00.04
Total Coal	$1,009.08	00.04
Various C. L. Groceries to Jobbing Centers	$3,778.54	00.15
Merchandise	$887,226.15	34.85
Total business affected by the reduced rates mentioned above	$1,799,360.62	70.69
Total business not affected by the reduced rates mentioned above	$745,977.36	29.31
Grand Total	$2,545,337.98	100.00

Accounting Department, November 10th, 1908, S-218.

COMPLAINANT'S EXHIBIT 32. PARKER.

GREAT NORTHERN RAILWAY LINE.

(Including Willmar & Sioux Falls Railway.)

Statement showing Minnesota proportion of Freight business, Revenue Freight only, as outlined below, year ending June 30th, 1907.

	Revenue	Average Haul in Minnesota	Average Haul on this Interstate Business All States
		Miles	Miles
Local to Minnesota—Handled wholly within that state.			
Mesabi Division	$122,487.06	35.0	.....
Other Divisions	2,394,433.25	119.6	.....
Total	$2,516,920.31	114.6	.....
Minnesota proportion of interstate including Local Interstate business.			
Mesabi Division	$5,019,661.00	101.4	237.5
Other Divisions	9,791,926.57	175.9	621.0
Total	$14,811,587.57	148.1	411.8
Iron Ore	$3,119,048.37	95.5	111.7
Other Commodities	11,692,539.20	205.6	557.6
Total	$14,811,587.57	148.1	411.8
Minnesota proportion—Local to state and interstate including Local Interstate business.			
Mesabi Division	$5,142,148.06	100.2	.....
Other Divisions	12,186,359.82	165.2	.....
Total	$17,328,507.88	144.6	.....
Iron Ore	$3,119,048.37	95.5	.....
Other Commodities	14,209,459.51	187.7	.....
Total	$17,328,507.88	144.6	.....

Accounting Department, April 2nd, 1909, S-232.

COMPLAINANT'S EXHIBIT 33. PARKER.

GREAT NORTHERN RAILWAY LINE.

(Including Willmar & Sioux Falls Railway.)

Statement showing Minnesota proportion of Freight business, Revenue Freight only, as outlined below, year ending June 30th, 1908.

	Revenue	Average Haul in Minnesota	Average Haul on this Interstate Business All States
		Miles	Miles
Local to Minnesota—Handled wholly within that state.			
Mesabi Division	$119,994.02	36.9	.....
Other Divisions	2,246,365.00	116.9	.....
Total	$2,366,359.02	113.3	.....
Minnesota proportion of interstate including Local Interstate business.			
Mesabi Division	$4,182,808.11	99.4	237.5
Other Divisions	9,109,493.94	181.0	621.0
Total	$13,292,302.05	152.0	411.8
Iron Ore	$2,541,179.62	91.8	111.7
Other Commodities	10,751,122.43	209.3	557.6
Total	$13,292,302.05	152.0	411.8
Minnesota proportion—Local to state and interstate including Local Interstate business.			
Mesabi Division	$4,302,802.13	98.1	.....
Other Divisions	11,355,858.94	169.3	.....
Total	$15,658,661.07	148.0	.....
Iron Ore	$2,541,179.62	91.8	.....
Other Commodities	13,117,481.45	191.4	.....
Total	$15,658,661.07	148.0	.....

Accounting Department, April 2nd, 1909, S-233.

COMPLAINANT'S EXHIBIT 34. PARKER.

GREAT NORTHERN RAILWAY COMPANY

Statement of Station Earnings and Expenses by Territories in Minnesota as shown, Fiscal Years ending June 30, 1902 to 1908, inclusive.

Years	Freight Business				Total Freight Revenue	Passenger Business		Total Freight and Passenger Revenue	Station Wages and Supplies
	Forwarded		Received			Forwarded			
	Pounds	Revenue	Pounds	Revenue		Passengers	Revenue		
	St. Paul to St. Cloud via Main Line and Osseo Line—Exclusive of all Terminals and St. Cloud.								
1902	128,048,060	$77,129.77	133,012,807	$102,698.08	$179,827.85	42,639	$35,339.63	$215,167.48	$7,976.81
1903	171,982,470	110,277.03	150,808,640	111,314.28	221,591.31	51,377	41,905.00	263,496.31	10,330.08
1904	120,961,700	61,608.86	129,640,990	74,799.80	136,408.66	49,122	39,633.51	176,042.17	12,565.29
1905	133,087,440	75,460.14	211,842,240	109,971.42	185,431.56	44,935	37,312.73	222,744.29	11,690.68
1906	147,912,370	86,259.42	262,828,570	112,924.46	199,183.88	47,821	38,734.65	237,918.53	11,274.34
1907	139,941,850	89,062.65	262,784,624	114,857.80	203,920.45	55,279	41,565.73	245,486.18	15,807.62
1908	133,482,800	88,630.02	199,739,840	124,553.09	213,183.11	76,193	39,344.39	252,527.50	15,551.40
	St. Cloud to Barnesville—Exclusive of these two Stations.								
1902	322,057,200	354,851.28	127,718,280	220,659.72	575,511.00	128,219	168,031.08	743,542.08	26,633.81
1903	359,163,800	368,933.39	149,133,940	241,546.57	610,479.96	137,427	187,811.06	798,291.02	31,669.42
1904	251,932,970	276,755.51	152,452,510	252,957.78	529,713.29	153,947	195,184.66	724,897.95	32,355.27
1905	187,912,260	213,549.93	117,633,300	200,458.08	414,008.01	143,321	182,736.63	596,744.64	31,048.53
1906	223,816,850	246,749.53	122,022,910	197,473.76	444,223.29	151,454	200,031.62	644,254.91	32,776.45
1907	218,976,480	233,010.18	149,253,580	209,152.02	442,162.20	161,897	195,137.95	637,300.15	40,013.83
1908	197,815,700	217,034.42	151,121,070	214,438.73	431,473.15	208,979	194,116.80	625,589.95	39,784.36
	Minneapolis to Breckenridge—Exclusive of these two Stations.								
1902	518,633,940	$540,618.41	341,675,525	$412,924.65	$953,543.06	212,551	$247,249.58	$1,200,792.64	$49,133.49
1903	580,713,880	577,250.88	387,830,870	440,781.92	1,018,032.80	247,022	287,171.98	1,305,204.78	56,053.42
1904	492,648,530	521,576.59	334,096,490	445,951.91	967,528.50	264,942	283,159.66	1,250,688.16	57,875.33
1905	466,998,220	428,527.10	314,834,740	445,351.48	873,878.58	256,589	281,680.49	1,155,559.07	59,305.75
1906	510,951,730	482,479.98	312,398,160	411,515.47	893,995.45	271,134	324,673.80	1,218,669.25	67,669.83
1907	426,850,750	369,637.15	298,061,860	364,175.95	733,813.10	283,640	281,349.67	1,015,162.77	82,505.20
1908	446,999,200	382,209.83	337,902,310	361,684.95	743,894.78	344,242	278,510.58	1,022,405.36	85,172.78

St. Cloud to Willmar—Exclusive of these two Stations.

1902.....	64,418,390	67,683.74	20,584,754	$36,937.03	$104,620.77	20,089	$17,828.00	$122,448.77	$5,247.82
1903.....	55,917,930	51,984.97	23,025,540	35,713.79	87,698.76	21,489	18,598.14	106,296.90	4,796.87
1904.....	46,523,850	47,610.82	25,932,100	41,541.64	89,152.46	26,380	19,411.36	108,563.82	5,804.57
1905.....	52,550,590	68,978.75	23,038,530	41,991.24	110,969.99	24,277	19,617.45	130,587.44	6,024.02
1906.....	52,232,350	58,167.20	25,627,570	40,583.67	98,750.87	25,487	21,921.19	120,672.06	5,989.50
1907.....	57,860,130	60,069.64	27,249,080	37,843.26	97,912.90	27,656	20,817.66	118,730.56	7,069.93
1908.....	58,386,100	53,391.47	35,595,440	42,446.77	95,838.24	36,787	21,037.44	116,875.68	6,895.36

Willmar to South Dakota State Line—Exclusive of Willmar.

1902.....	215,795,460	277,261.11	168,011,551	253,126.22	530,387.33	73,955	103,325.72	633,713.05	12,120.79
1903.....	223,258,380	260,327.11	163,189,940	223,040.32	483,367.43	91,325	125,397.85	608,765.28	15,783.10
1904.....	205,681,370	244,977.49	179,094,500	241,221.87	486,199.36	93,457	114,271.04	600,470.40	16,728.27
1905.....	189,467,480	229,748.51	185,419,700	252,379.70	482,128.21	90,991	111,767.46	593,895.67	16,670.58
1906.....	262,209,290	297,304.00	173,181,990	307,586.04	604,890.04	101,267	116,334.88	721,224.92	17,612.74
1907.....	238,820,530	253,464.71	183,758,980	277,675.02	531,139.73	102,778	107,181.02	638,320.75	19,652.48
1908.....	186,336,700	192,959.88	194,176,200	289,424.98	482,384.86	118,846	104,564.34	586,949.20	19,730.51

Coon Creek to Hinckley—Exclusive of these two Stations.

1902.....	154,198,720	$101,152.26	46,847,906	$45,280.86	$146,433.12	31,034	$24,980.91	$171,414.03	$6,446.11
1903.....	145,674,710	98,143.06	44,281,970	39,718.33	137,861.39	36,294	29,153.38	167,014.77	7,049.38
1904.....	84,896,150	54,924.93	34,544,830	33,217.16	88,142.09	33,710	27,922.12	116,064.21	7,545.69
1905.....	105,697,770	93,508.12	33,040,880	31,702.59	125,210.71	35,273	28,517.43	153,728.14	7,262.19
1906.....	115,916,990	81,386.53	31,797,580	32,420.55	113,807.08	36,530	30,061.12	143,868.20	7,270.31
1907.....	133,946,900	112,973.84	38,222,640	33,035.14	146,008.98	41,844	33,531.39	179,540.37	7,859.73
1908.....	118,576,000	77,708.77	40,707,290	37,911.63	115,620.40	53,737	32,693.21	148,313.61	7,981.59

COMPLAINANT'S EXHIBIT 34. PARKER.—*Cont.*

YEARS	FREIGHT BUSINESS				Total Freight Revenue	PASSENGER BUSINESS		Total Freight and Passenger Revenue	Station Wages and Supplies
	Forwarded		Received			Forwarded			
	Pounds	Revenue	Pounds	Revenue		Passengers	Revenue		
St. Cloud to Wisconsin State Line—Exclusive of St. Cloud.									
1902	535,959,460	$272,555.61	66,252,345	$74,174.66	$346,730.27	62,574	$63,242.19	$409,972.46	$19,092.60
1903	639,982,470	324,051.95	108,198,060	83,065.81	407,117.76	66,038	67,032.56	474,150.32	21,832.68
1904	509,145,860	268,233.85	71,975,430	71,400.58	339,634.43	63,251	67,627.12	407,261.55	22,711.23
1905	482,156,290	260,161.64	106,061,780	69,775.69	329,937.33	61,941	64,576.67	394,514.00	20,888.22
1906	417,908,550	217,308.07	150,927,740	83,778.48	301,086.55	60,004	65,479.03	366,565.58	22,029.35
1907	385,972,010	175,020.44	195,512,720	97,534.75	272,555.19	64,698	65,104.00	337,659.19	24,109.78
1908	260,156,300	155,582.01	117,555,930	90,729.36	246,311.37	82,098	65,008.35	311,319.72	23,370.38
Elk River to Milaca—Exclusive of these two Stations.									
1902	110,105,860	68,602.79	23,529,456	22,276.26	90,879.05	15,892	16,490.81	107,369.86	906.09
1903	111,126,280	72,402.68	40,912,830	30,333.61	102,736.29	18,318	18,542.88	121,279.17	1,857.69
1904	69,880,780	44,313.79	28,954,430	29,121.45	73,435.24	17,760	17,943.22	91,378.46	2,413.34
1905	82,686,370	64,165.46	21,182,160	23,471.79	87,637.25	16,639	16,937.72	104,574.97	2,411.99
1906	107,912,900	64,309.41	22,057,440	22,765.54	87,074.95	16,990	17,796.96	104,871.91	2,326.13
1907	118,525,710	85,136.33	34,136,840	26,232.84	111,369.17	19,219	18,053.70	129,422.87	2,345.57
1908	81,699,800	53,128.60	29,663,230	24,315.48	77,444.08	24,922	16,546.87	93,990.95	2,476.94
Sauk Center to Cass Lake—Exclusive of these two Stations.									
1902	521,972,940	$435,144.06	305,715,260	$162,289.66	$597,433.72	85,942	$94,526.45	$691,960.17	$11,116.05
1903	588,637,620	509,714.33	608,164,050	215,641.34	725,355.67	92,466	146,655.80	872,011.47	12,560.56
1904	459,027,740	429,886.33	482,530,060	178,573.72	608,460.05	86,983	97,161.35	705,621.40	13,622.71
1905	860,728,060	485,965.36	532,319,270	172,552.48	658,517.84	86,256	99,319.60	757,837.44	13,473.21
1906	603,082,320	398,335.05	247,146,360	148,330.35	546,665.40	91,830	105,343.24	652,008.64	13,570.44
1907	467,529,660	430,833.28	261,342,420	178,734.84	609,568.12	102,094	111,068.37	720,636.49	15,594.10
1908	390,464,400	300,574.65	372,666,250	192,163.00	492,737.65	127,072	107,425.43	600,163.08	16,650.06

Fergus Falls to Pelican Rapids—Exclusive of Fergus Falls.

1902.....	60,670,790	$65,704.62	12,590,910	$30,560.69	$96,265.31	4,018	$4,345.83	$100,611.14	$1,362.35
1903.....	65,581,110	68,325.19	13,526,650	30,583.51	98,908.70	5,758	5,699.73	104,608.43	1,627.35
1904.....	44,889,560	44,746.05	14,411,380	30,876.98	75,623.03	6,952	6,700.35	82,323.38	1,557.20
1905.....	43,196,980	42,636.43	11,244,240	27,018.77	69,655.20	6,443	6,217.84	75,873.04	1,482.27
1906.....	45,721,020	45,469.49	9,105,270	21,526.86	66,996.35	6,357	6,309.61	73,305.96	1,499.50
1907.....	44,583,810	44,631.73	11,258,760	22,019.93	66,651.66	7,026	6,286.58	72,938.24	1,456.41
1908.....	33,788,600	35,214.95	12,107,750	23,711.00	58,925.95	8,968	6,200.61	65,126.56	1,585.47

Benson to South Dakota State Line—Exclusive of Benson.

1902.....	80,178,590	$104,250.85	52,074,830	$60,471.70	$164,722.55	30,581	$40,178.09	$204,900.64	$3,602.45
1903.....	107,634,320	123,333.62	53,308,760	63,689.64	187,023.26	16,233	16,900.88	203,924.14	4,242.20
1904.....	107,212,750	125,022.32	53,666,470	68,833.76	193,856.08	18,588	18,232.12	212,088.20	4,390.23
1905.....	78,374,820	93,305.45	52,208,500	74,565.77	167,871.22	18,886	17,967.28	185,838.50	4,359.96
1906.....	96,555,340	108,400.58	46,877,260	68,059.25	176,459.83	18,997	20,591.86	197,051.69	5,484.53
1907.....	79,764,330	89,795.64	47,472,010	63,081.85	152,877.49	22,811	18,850.68	171,728.17	5,197.33
1908.....	69,766,600	74,593.99	46,668,050	60,855.49	135,449.48	24,862	15,592.42	151,041.90	5,026.08

Morris to Browns Valley—Exclusive of Morris.

1902.....	147,579,630	202,191.52	93,689,898	139,727.41	341,918.93	22,199	31,450.18	373,369.11	3,760.55
1903.....	178,963,600	221,466.41	84,625,720	124,304.76	345,771.17	22,454	31,330.84	377,102.01	4,376.20
1904.....	135,479,560	166,145.73	79,706,270	120,001.22	286,146.95	25,130	31,834.33	317,981.28	4,600.42
1905.....	98,170,800	124,994.24	69,860,510	101,882.27	226,876.51	23,711	30,653.34	257,529.85	4,569.60
1906.....	138,388,700	168,883.44	75,416,260	135,025.08	303,908.52	24,306	30,514.44	334,422.96	5,148.52
1907.....	105,725,190	122,986.77	67,562,010	120,129.01	243,115.78	26,511	28,007.70	271,123.48	6,017.36
1908.....	96,823,400	111,497.32	73,167,380	135,547.57	247,044.89	31,096	25,460.98	272,505.87	6,243.91

Evansville to Tintah—Exclusive of these two Stations.

1902.....	21,160,990	$24,131.02	4,807,106	$6,396.74	$30,527.76	464	$235.21	$30,762.97	$377.50
1903.....	31,647,150	34,254.06	8,327,720	8,715.65	42,969.71	4,032	3,204.37	46,174.08	707.94
1904.....	21,925,970	25,208.40	6,993,820	7,941.40	33,149.80	3,360	2,787.86	35,937.66	1,040.12
1905.....	15,571,990	17,826.48	4,327,260	4,359.61	22,186.09	1,066	905.65	23,091.74	1,100.11
1906.....	21,762,230	23,569.37	5,629,380	5,767.96	29,337.33	1,735	2,162.94	31,500.27	1,767.79
1907.....	13,075,800	14,402.57	4,342,120	5,617.00	20,019.57	1,839	1,471.98	21,491.55	1,901.45
1908.....	15,913,300	15,701.39	2,818,520	4,596.79	20,298.18	2,174	1,033.28	21,331.46	2,053.57

COMPLAINANT'S EXHIBIT 34. PARKER.—*Cont.*

YEARS	FREIGHT BUSINESS				Total Freight Revenue	PASSENGER BUSINESS		Total Freight and Passenger Revenue	Station Wages and Supplies
	Forwarded		Received			Forwarded			
	Pounds	Revenue	Pounds	Revenue		Passengers	Revenue		
	Hutchinson Branch—Exclusive of Minneapolis.								
1902.....	71,587,470	$67,125.08	36,582,150	$42,188.15	$109,313.23	127,060	$37,033.61	$146,346.84	$4,644.46
1903.....	75,765,870	65,537.42	41,042,290	46,723.20	112,260.62	141,013	43,702.26	155,962.88	5,403.45
1904.....	55,393,500	57,052.79	45,653,000	53,555.61	110,608.40	165,712	49,325.68	159,934.08	6,127.73
1905.....	64,156,170	59,810.62	61,460,160	66,300.68	126,111.30	197,651	55,506.07	181,617.37	6,219.42
1906.....	71,335,850	71,151.80	57,109,650	65,542.77	136,694.57	215,459	62,043.69	198,738.26	7,198.24
1907.....	73,353,570	64,226.05	51,153,410	50,194.21	114,420.26	185,171	54,500.30	168,920.56	8,038.50
1908.....	68,923,800	72,992.10	56,768,960	54,030.98	127,023.08	183,924	52,829.20	179,852.28	8,020.66
	Wahpeton to Redland via Moorhead—Exclusive of Stations in North Dakota, Moorhead and Redland.								
1902.....	153,054,020	223,691.53	36,212,820	59,769.70	283,461.23	24,192	$22,631.09	$306,092.32	$6,406.03
1903.....	189,676,050	268,275.99	44,199,810	70,416.02	338,692.01	31,222	27,230.51	365,922.52	7,564.39
1904.....	212,174,710	299,866.18	51,143,180	79,754.48	379,620.66	35,524	29,361.00	408,981.66	8,393.20
1905.....	128,818,910	193,760.70	49,555,300	77,149.23	270,909.93	32,556	28,163.71	299,073.64	8,944.36
1906.....	109,700,720	140,383.71	43,870,310	65,750.10	206,133.81	29,637	26,836.82	232,970.63	10,337.21
1907.....	74,443,120	90,237.44	41,244,720	59,254.39	149,491.83	29,301	24,111.32	173,603.15	11,018.02
1908.....	137,602,100	152,706.88	48,804,850	68,404.84	221,111.72	38,558	23,374.88	244,486.60	9,837.22

Accounting Department, Sept. 23rd, 1908, S-211¼.

COMPLAINANT'S EXHIBIT 34. PARKER.—*Cont.*

GREAT NORTHERN RAILWAY COMPANY.

Recapitulation of Station Earnings and Expenses by Territories in Minnesota, Outlined in Statement S-211 ½, Fiscal Years ending June 30th, 1902 to 1908, inclusive.

Years	Freight Business				Total Freight Revenue	Passenger Business		Total Freight and Passenger Revenue	Station Wages and Supplies
	Forwarded		Received			Forwarded			
	Pounds	Revenue	Pounds	Revenue		Passengers	Revenue		
1902.....	3,105,421,610	$2,882,093.65	1,469,305,598	$1,669,481.53	$4,551,575.18	881,409	$906,888.38	$5,458,463.56	$158,826.91
1903.....	3,525,725,640	3,154,278.09	1,920,576,790	1,765,588.75	4,919,866.84	982,468	1,050,337.24	5,970,204.08	185,854.73
1904.....	2,817,775,000	2,667,929.64	1,690,795,460	1,729,749.36	4,397,679.00	1,044,818	1,000,555.38	5,398,234.38	197,730.60
1905.....	2,989,574,150	2,452,398.93	1,794,028,570	1,698,930.80	4,151,329.73	1,040,535	981,880.07	5,133,209.80	195,540.89
1906.....	2,925,407,210	2,490,157.58	1,585,996,450	1,719,050.34	4,209,207.92	1,099,008	1,068,835.85	5,278,043.77	211,954.88
1907.....	2,579,369,840	2,235,488.42	1,673,458,774	1,659,538.01	3,895,026.43	1,131,764	1,007,038.05	4,902,064.48	248,587.31
1908.....	2,296,734,800	1,983,926.28	1,719,457,070	1,724,814.66	3,708,740.94	1,362,458	983,738.78	4,692,479.72	250,380.29

Accounting Department, April 5th, 1909.

COMPLAINANT'S EXHIBIT 35. PARKER.

GREAT NORTHERN RAILWAY LINE

Statement showing Freight Revenue on Merchandise Shipments for the Year ending June 30th, 1908, from an Actual Compilation of the Earnings during July, 1907 and April, 1908, on Shipments affected by the order of the Railway Commission. First, on the basis of Multiplying the Actual Figures Compiled for July, 1907 and April, 1908, by six, on the theory that these are Representative Months. Second, applying thereto the Relative Percentage which the Merchandise Shipments to and from Eastern Terminals, for these months, bear to similar shipments to and from Eastern Terminals for the year ending June 30th, 1908.

		At Rates effective prior to Reduction of Nov. 15, 1906	At Rates effective Nov. 15, 1906	Loss	Per cent of Loss
Intrastate in Minnesota	Basis, July, 1907 and April, 1908, multiplied by six.	$983,224.02	$785,728.14	$197,495.88	
	Percentage basis per statement S-201, Exhibit 22...	887,226.15	709,012.93	178,213.22	20.08
	Difference	$95,997.87	$76,715.21	$19,282.66	
Local interstate in Minnesota	Basis, July, 1907 and April, 1908, multiplied by six.	310,161.90	250,050.42	60,111.48	
	Percentage basis per statement S-203, Exhibit 24...	279,878.99	225,636.54	54,242.45	19.38
	Difference	$30,282.91	$24,413.88	$5,869.03	
Interstate affecting Minnesota excluding business between Duluth and Superior and points in Minnesota	Basis, July, 1907 and April, 1908, multiplied by six.	1,322,903.76	1,213,421.40	109,482.36	
	Percentage basis per statement S-205, Exhibit 26...	1,173,943.65	1,076,767.00	97,176.65	8.28
	Difference	$148,960.11	$136,654.40	$12,305.71	
Business between Duluth and Superior and points in Minnesota	Basis, July, 1907 and April, 1908, multiplied by six.	339,664.92	265,247.46	74,417.46	
	Percentage basis per statement S-207, Exhibit 28...	336,368.50	262,673.26	73,695.24	21.91
	Difference	$3,296.42	$2,574.20	$722.22	

Accounting Department,
April 7th, 1909.
S-238.

COMPLAINANT'S EXHIBIT 36. TILTON.

GREAT NORTHERN RAILWAY COMPANY.

Statement of Passenger Traffic in the State of Minnesota.

Fiscal Year Ending	Number Passengers Carried	Passengers One Mile	Revenue	Per Cent Increase over Previous Year			Average Miles in Operation	Passengers One Mile Per Average Mile in Operation	Per Cent Increase Over Previous Year	Average		
				Passengers	Miles	Revenue				Distance per Passenger	Revenue per Passenger	Revenue per Passenger per Mile
June 30, 1905.....	2,413,535	139,365,311	$3,315,204.06	.....	.....	.....	2,019	69,027	.....	57.7	$1.37	2.370c
June 30, 1906.....	2,550,712	156,100,008	3,666,257.73	5.7	12.0	10.6	2,033	76,783	11.2	61.2	1.44	2.348
June 30, 1907.....	2,688,568	172,509,972	3,920,137.85	5.4	10.5	6.9	2,038	84,647	10.2	64.2	1.46	2.272
June 30, 1908.....	3,189,012	184,395,509	3,640,627.45	18.6	6.9	7.1	2,055	89,730	6.0	57.8	1.14	1.974

(Italic figures, decrease.)

COMPLAINANT'S EXHIBIT 37. TILTON.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing Passengers and Passengers One Mile in State of Minnesota, Year ending June 30, 1908.

		Per Cent of Total
Passengers one mile, Intrastate	92,053,657	49.9
" " " Interstate	92,341,852	50.1
Total	184,395,509	100.00
Per cent passengers one mile Intrastate in Minnesota to entire line		18.7
		Average distance per passenger
Number passengers carried Intrastate	2,498,986	36.8
" " " Interstate	690,026	133.8
Total	3,189,012	57.8

COMPLAINANT'S EXHIBIT 38. TILTON.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing Passenger Revenue during the fiscal year ended June 30, 1907, on Basis of Rates in effect prior to May 1st, 1907, and the Reduction in Revenue by the Application of Rates effective on that date.

	On basis of Rates		Reduction
	Prior to May 1, 1907	Effective May 1, 1907	
Revenue from Minnesota Intrastate business	$1,954,552.99	$1,483,879.82	$470,673.17
Minnesota proportion of revenue from Interstate traffic	2,117,037.48	1,606,312.22	510,725.26
Total reduction in Minnesota	$4,071,590.47	$3,090,192.04	$981,398.43

Showing result if same basis of rates, effective May 1st, 1907, in Minnesota, was applied on all traffic handled:

	On basis of Rates		Reduction
	In other states	In Minnesota	
Intrastate (excluding Minnesota)	$3,942,609.63	$2,779,490.91	$1,163,118.72
Interstate (excluding Minnesota)	3,190,236.32	2,820,395.09	369,841.23
	$7,132,845.95	$5,599,886.00	$1,532,959.95
Add reduction in Minnesota as above	4,071,590.47	3,090,192.04	981,398.43
Total	$11,204,436.42	$8,690,078.04	$2,514,358.38

Intrastate passengers one mile in Minnesota	78,844,053
Interstate passengers one mile in Minnesota	93,665,919
Total	172,509,972

NOTE: Traffic to or from stations in Minnesota, interchanged with other lines at Minnesota junction points, originating or destined to points in other states, considered as interstate.

Accounting Department,
Passenger Receipts Division,
September 11th, 1908.

MAPS
TOO
LARGE
FOR
FILMING

COMPLAINANT'S EXHIBIT 39. TILTON.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing Passenger Revenue on Basis of Rates in effect during the fiscal year ended June 30th, 1908, and Reduction in such revenue by the application of Rates in effect prior to May 1st, 1907.

	On basis of Rates		Reduction
	Effective May 1, 1907	Prior to May 1, 1907	
Revenue from Minnesota Intrastate traffic	$1,750,522.02	$2,545,113.02	$794,591.00
Minnesota proportion of revenue from Interstate traffic	1,890,105.43	2,579,488.82	689,383.39
	$3,640,627.45	$5,124,601.84	$1,483,974.39

Showing result if same basis of rates, effective May 1st, 1907, in the State of Minnesota, was applied by other states:

	On basis of Rates effective		Reduction
	In other states	In Minnesota	
Intrastate (excluding Minnesota)	$3,940,145.60	$2,916,910.35	$1,023,235.25
Interstate (excluding Minnesota)	3,611,688.20	3,015,223.83	596,464.37
	$7,551,833.80	$5,932,134.18	$1,619,699.62
Add reduction in Minnesota as above	5,124,601.84	3,640,627.45	1,483,974.39
Total	$12,676,435.64	$9,572,761.63	$3,103,674.01

Intrastate passengers one mile in Minnesota	92,053,657
Interstate passengers one mile in Minnesota	92,341,852
Total	184,395,509

NOTE: Traffic to or from stations in Minnesota, interchanged with other lines at Minnesota junction points, originating or destined to points in other states, considered as interstate.

Accounting Department,
Passenger Receipts Division,
September 11th, 1908.

COMPLAINANT'S EXHIBIT 40. MAGUIRE.

GREAT NORTHERN RAILWAY

Freight Traffic Department.
St. Paul, Minn., April, 1909.

Statement showing how Voluntary Reduction in Coal Rates as made by the Great Northern Ry., effective October 22nd, 1906, affected through Rates on Coal from Chicago, Ill. The Rates from Milwaukee, Wis., Manitowoc, Wis., Gladstone, Mich., and from all Illinois mining points were affected to the same extent as shown from Chicago.

To		From St. Paul		From Duluth		From Chicago	
		Hard	Soft	Hard	Soft	Hard	Soft
St. Cloud, Minn.	Old.	$1.10	$1.10	$1.50	$1.50	$3.10	$2.50
	Present.	1.10	1.00	1.40	1.25	3.10	2.40
	Reduction.	$ .00	$ .10	$ .10	$ .25	$ .00	$ .10
Wadena, Minn.	Old.	1.80	1.80	1.80	1.80	3.80	3.20
	New.	1.70	1.60	1.75	1.60	3.70	3.00
	Red.	$ .10	$ .20	$ .05	$ .20	$ .10	$ .20
Marshall, Minn.	Old.	1.80	1.70	2.25	2.25	2.25	2.50
	New.	1.80	1.55	2.10	1.85	2.10	2.10
	Red.	$ .00	$ .15	$ .15	$ .40	$ .15	$ .40
Pipestone, Minn.	Old.	2.40	2.25	2.50	2.40	2.50	2.65
	New.	2.15	1.85	2.25	2.00	2.25	2.25
	Red.	$ .25	$ .40	$ .25	$ .40	$ .25	$ .40
Yankton, S. D.	Old.	3.00	2.75	3.00	3.00	3.00	3.25
	New.	2.75	2.55	2.75	2.55	2.75	2.80
	Red.	$ .25	$ .20	$ .25	$ .45	$ .25	$ .45
Watertown, S. D.	Old.	2.15	2.15	2.85	2.85	2.85	3.00
	New.	1.90	1.75	2.45	2.20	2.45	2.35
	Red.	$ .25	$ .40	$ .40	$ .65	$ .40	$ .65
Huron, S. D.	Old.	3.00	3.00	3.75	3.25	3.75	3.50
	New.	2.35	2.15	2.80	2.55	2.80	2.80
	Red.	$ .65	$ .85	$ .95	$ .70	$ .95	$ .70
Morris, Minn.	Old.	1.85	1.85	2.05	2.05	3.85	2.95
	New.	1.75	1.60	2.00	1.85	3.75	2.75
	Red.	$ .10	$ .25	$ .05	$ .20	$ .10	$ .20
Rutland, N. D.	Old.	2.50	2.50	2.50	2.50	4.50	3.25
	New.	2.35	2.25	2.35	2.25	4.35	2.95
	Red.	$ .15	$ .25	$ .15	$ .25	$ .15	$ .30
Ellendale N. D.	Old.	2.65	2.65	2.65	2.65	3.25	3.50
	New.	2.60	2.50	2.60	2.50	3.20	3.35
	Red.	$ .05	$ .15	$ .05	$ .15	$ .05	$ .15

COMPLAINTANT'S EXHIBIT 40. MAGUIRE.—*Cont.*

		From St. Paul		From Duluth		From Chicago	
		Hard	Soft	Hard	Soft	Hard	Soft
Aberdeen, S. D.	Old	3.25	2.75	3.25	2.75	3.25	3.00
	New	2.80	2.55	2.80	2.55	2.80	2.80
	Red.	$ .45	$ .20	$ .45	$ .20	$ .45	$ .20
Fergus Falls, Minn.	Old	2.00	2.00	2.00	2.00	4.00	3.25
	New	2.00	1.90	2.00	1.90	4.00	3.15
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10
Wahpeton, N. D.	Old	2.10	2.10	2.10	2.10	3.25	3.25
	New	2.10	2.00	2.10	2.00	3.25	3.15
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10
Moorhead, Minn.	Old	2.10	2.10	2.10	2.10	3.50	3.50
	New	2.10	2.00	2.10	2.00	3.50	3.40
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10
Fargo, N. D.	Old	2.10	2.10	2.10	2.10	3.50	3.50
	New	2.10	2.00	2.10	2.00	3.50	3.40
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10
Crookston, Minn.	Old	2.10	2.10	2.10	2.10	4.10	3.50
	New	2.10	2.00	2.10	2.00	4.10	3.40
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10
E. Gd. Forks, Minn.	Old	2.10	2.10	2.10	2.10	4.10	3.50
	New	2.10	2.00	2.10	2.00	4.10	3.40
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10
Gd. Forks, N. D.	Old	2.10	2.10	2.10	2.10	4.10	3.50
	New	2.10	2.00	2.10	2.00	4.10	3.40
	Red.	$ .00	$ .10	$ .00	$ .10	$ .00	$ .10

NOTE:—The voluntary reductions were made effective Oct. 22nd, 1906, from Duluth and Twin Cities to points in Minnesota, with no motive of changing other rates. The reductions made from other points, both to Minnesota and to contiguous states, were forced by the reduction to Minnesota points.

COMPLAINANT'S EXHIBIT 41. MAGUIRE.

GREAT NORTHERN RAILWAY

Freight Traffic Department, St. Paul, Minn. April, 1909.

Statement showing how Voluntary Reductions in Grain Rates as made by the Great Northern Ry., effective to Minneapolis and Duluth, effective September 1st, 1906, affected through Rates on Grain to Chicago, Ill., effective September 11th, 1906. These Voluntary Reductions were made with no motive to change Rates from States contiguous (to Minnesota) to any point, nor to Chicago, Milwaukee, Peoria or other eastern points, either from Minnesota or from any contiguous State.

		To Minneapolis			To Duluth			To Chicago		
		Flax	Wheat	C. Grain	Flax	Wheat	C. Grain	Flax	Wheat	C. Grain
Appleton, Minn.	Old	.13	.10½	.10½	.16½	.14½	.14½	.22½	.18	.18
	New	.11	.09½	.09½	.14½	.14½	.13	.18½	.17	.17
	Red.	.02	.01	01	.02	.00	.01½	.04	.01	.01
Watertown, S. D.	Old	.15	.13	.13	.18	.16	.16	.22½	.20½	.19½
	New	.14½	.11½	.11½	.17½	.14½	.14½	.22	.19	.18
	Red.	.00½	.01½	.01½	.00½	.01½	.01½	.00½	.01½	.01½
Huron, S. D.	Old	.17	.14	.14	.21	.18	.18	.24	.20½	.20½
	New	.15½	.12½	.12½	.19½	.16½	.16½	.22½	.19	.19
	Red.	.01½	.01½	.01½	.01½	.01½	.01½	.01½	.01½	.01½
Graceville, Minn.	Old	.12½	.11	.11	.14	.12½	.12½	.22½	.18½	.18½
	New	.11	.10	.10	.12½	.11	.11	.18	.17½	.17½
	Red.	.01½	.01	.01	.01½	.01½	.01½	.04½	.01	.01
Aberdeen, S. D.	Old	.17	.14	.14	.20	.16	.16	.24½	.21½	.20½
	New	.15½	.12½	.12½	.18½	.14½	.14½	.23	.20	.19
	Red.	.01½	.01½	.01½	.01½	.01½	.01½	.01½	.01½	.01½
Ellendale, N. D.	Old	.14	.14	.14	.16	.16	.16	.24	.21½	.20½
	New	.12½	.12½	.12½	.14½	.14½	.14½	.20	.20	.19
	Red.	.01½	.01½	.01½	.01½	.01½	.01½	.04	.01½	.01½
Wahpeton, N. D.	Old	.11½	.11½	.11½	.13	.13	.13	.21½	.19	.19
	New	.10½	.10½	.10½	.10½	.10½	.10½	.21½	.18	.18
	Red.	.01	.01	.01	.02½	.02½	.02½	.00	.01	.01
Fargo, N. D.	Old	.12	.12	.12	.12	.12	.12	.22	.19½	.19½
	New	.11	.11	.11	.11	.11	.11	.22	.18½	.18½
	Red.	.01	.01	.01	.01	.01	.01	.00	.01	.01
Pipestone, Minn.	Old	.15	.11½	.11	.19	.16	.14½	.22	.18½	.17
	New	.13½	.10½	.10	.17	.14½	.13	.20½	.17½	.16
	Red.	.01½	.01	.01	.02	.01½	.01½	.01½	.01	.01
Sioux Falls,	Old	.15½	.12½	.11½	.19½	.17	.15½	.22½	.18½	.17½
	New	.14½	.12	.11½	.18½	.16½	.15½	.21½	.18	.17½
	Red.	.01	.00½	.00	.01	.00½	.00	.01	.00½	.00
Yankton, S. D.	Old	.16	.14	.12½	.20½	.18½	.17	.23	.20	.18½
	New	.15½	.12½	.12½	.19½	.17	.17	.22½	.18½	.18½
	Red.	.00½	.01½	.00	.01	.01½	.00	.00½	.01½	.00
Sioux City, Iowa	Old	.15½	.12½	.11½	.19½	.17	.15½	.22½	.18	.17
	New	.15½	.12½	.11½	.19½	.17	.15½	.22½	.18	.17
	Red.	.00	.00	.00	.00	.00	.00	.00	.00	.00

MAPS

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LARGE

FOR

FILMING

COMPLAINANT'S EXHIBIT 44. MAGUIRE.

GREAT NORTHERN RAILWAY

Freight Traffic Department, St. Paul, Minn., April, 1909.

Statement showing Reduction in First Class Interstate Rates to some of the Pivotal Points in Minnesota from Chicago, Ill., and Milwaukee, Wis., occasioned by the Merchandise Rate order of the Minnesota Railway Commission of September 6, 1906.

In a like manner, practically every interstate merchandise rate was affected to all points on the Great Northern Railway in Minnesota from Chicago, Milwaukee, New York, St. Louis, New Orleans and all points south and east of Minnesota Transfer.

NOTE: The "old" rates are those in effect immediately prior to November 15, 1906. The "present" rates are those now in effect which were established as a result of the Minnesota Commission order.

From Chicago; Ill. Milwaukee, Wis. To		Classes									
		1	2	3	4	5	A	B	C	D	E
Wadena	Old	109	91	73	50	39	42	37	32	26	22
	Pre.	100.4	83.7	66.9	45.2	36.2	43.2	34.1	29.1	24.1	21.1
	Red.	8.6	7.3	6.1	4.8	2.8	....	2.9	2.9	1.9	.9
Marshall	Old	81	70	55	39	30	35	29	23	18.5	17
	Pre.	77	67	54	38	29	34	27	22	18	16
	Red.	4	3	1	1	1	1	2	1	.5	1
St. Cloud	Old	94	79	62	42	34	39	32	27	22	20
	Pre.	83.8	69.8	55.8	36.9	29.5	35.7	28.3	24.1	19.9	17.7
	Red.	10.2	9.2	6.2	5.1	4.5	3.3	3.7	2.9	2.1	2.3
Fergus Falls	Old	109	91	73	50	39	42	37	32	27	22
	Pre.	106.3	88.6	70.9	48.1	38.5	45.8	36.2	30.9	25.6	22.3
	Red.	2.7	2.4	2.1	1.9	.5	....	.8	1.1	1.4	....
R. Lake Falls	Old	127	107	84	59	47	52	43	37	30	26
	Pre.	119	99.2	79.4	54.5	43.6	51.6	40.7	34.7	28.8	24.8
	Red.	8	7.8	4.6	4.5	3.4	.4	2.3	2.3	1.2	1.2
Willmar	Old	100	84	66	45	36	41	34	29	24	21
	Pre.	89.6	74.7	59.8	39.8	31.9	38.3	30.4	25.9	21.4	18.9
	Red.	10.4	9.3	6.2	5.2	4.1	2.7	3.6	3.1	2.6	2.1
Morris	Old	109	91	73	50	39	42	37	32	26	22
	Pre.	100.4	83.7	66.9	45.2	36.2	43.2	34.1	29.1	24.1	21.1
	Red.	8.6	7.3	6.1	4.8	2.8	....	2.9	2.9	1.9	.9
Cass Lake	Old	120	101	80	55	44	49	41	35	28	25
	Pre.	115.1	95.9	76.7	52.6	42	49.8	39.3	33.5	27.8	24
	Red.	4.9	5.1	3.3	2.4	2	....	1.7	1.5	.2	1
Noyes	Old	151	129	100	71	56	61	52	44	36	31
	Pre.	127	106	85	59	47	55	43	37	31	26
	Red.	24	23	15	12	9	6	9	7	5	5
Crookston	Old	127	107	84	59	47	52	43	37	30	26
	Pre.	119	99.2	79.4	54.5	43.6	51.6	40.7	34.7	28.8	24.8
	Red.	8	7.8	4.6	4.5	3.4	.4	2.3	2.3	1.2	1.2

COMPLAINANT'S EXHIBIT 45. MAGUIRE.

GREAT NORTHERN RAILWAY

Freight Traffic Department, St. Paul, Minn., April, 1909.

Statement showing Basis for Rates indicated in Staples' Exhibit 3-E.

Miles	Rates shown in Staples 3-E	Correct Basis GFO A-1392 MRC 35	Basis for Staples Exhibit 3-E	Actual Rate shown in GFO 12100—MRC 27		
10	12	10	No basis.....	Robbinsdale.....	7 m.	10c
15	15	12	No basis.....	Coon Creek.....	14	12c
20	15	15	.....	.....	.....	.....
25	18	18	.....	.....	.....	.....
30	21	21	.....	.....	.....	.....
35	24	24	.....	.....	.....	.....
40	26	26	.....	.....	.....	.....
45	28	28	.....	.....	.....	.....
50	30	30	.....	.....	.....	.....
55	31	31	.....	.....	.....	.....
60	33	33	.....	.....	.....	.....
65	34	34	.....	.....	.....	.....
70	35	35	.....	.....	.....	.....
75	37	36	No basis.....	St. Joseph.....	73	36c
80	37	37	.....	.....	.....	.....
85	36	38	*Torah, 85m. 36c...	Avon.....	81	38c
90	30	39	No basis.....	Albany.....	87	39c
95	38	40	No basis.....	Freeport.....	93	40c
100	41	41	.....	.....	.....	.....
105	.....	42	.....	.....	.....	.....
110	43	43	.....	.....	.....	.....
115	.....	44	.....	.....	.....	.....
120	47	45	No basis.....	Little Sauk.....	118	45c
125	.....	46	.....	.....	.....	.....
130	47	47	.....	.....	.....	.....
135	.....	48	.....	.....	.....	.....
140	49	49	.....	.....	.....	.....
145	.....	50	.....	.....	.....	.....
150	50	50	.....	.....	.....	.....
155	.....	51	.....	.....	.....	.....
160	50	52	†Hewitt, 156m. 50c.	Erdahl.....	157	52c
165	.....	53	.....	.....	.....	.....
170	54	54	.....	.....	.....	.....
175	.....	55	.....	.....	.....	.....
180	56	56	.....	.....	.....	.....
185	.....	57	.....	.....	.....	.....
190	58	58	.....	.....	.....	.....
195	.....	59	.....	.....	.....	.....
200	60	60	.....	.....	.....	.....
210	62	62	.....	.....	.....	.....
220	64	64	.....	.....	.....	.....
230	67	66	No basis.....	Geneso.....	230	66c
240	67	68	% Blanket Terr....	Kindred.....	239	68c
250	67	70	% " " ...	Belle Plain.....	248	70c
260	67	71	% " " ...	Straubville.....	260	71c
270	67	73	% " " ...	Newton.....	270	73c
280	67	75	% " " ...	Guelph.....	276	75c
290	67	77	% " " ...	Ellendale.....	290	77c
300	67	79	% " " ...	Hope.....	298	79c

Torah, Minn. Located on branch between St. Cloud and Willmar, 85 miles from Minneapolis, 11.7 miles east of Paynesville. Soo line distance, Minneapolis to Eden Valley, 73 miles, rate 36c. Cross country check.

Hewitt, Minn. Short line, distance 149 miles Minneapolis to Wadena via Northern Pacific. Hewitt, first station on G. N. south, 8 miles distant. Wadena rate applies as maximum.

Blanket Territory. Distance, Minneapolis to Moorhead, via G. N., 231 miles. Rate established, 67 cents. N. P. distance between same points is 239 miles. N. P. established same rate as that established by the G. N. for its shorter mileage.

N. P. distance, Duluth to Moorhead is 255 miles. G. N. distance, Duluth to Grand Forks, 298 miles. It was considered necessary for the G. N. to protect Grand Forks, its principal distributing point in North Dakota, by putting it upon parity with Fargo, the principal distributing point upon the N. P. in North Dakota, not only for the protection of Grand Forks as against Fargo, but for the protection of points west on the line of the G. N. as against points westerly on the line of the N. P. from Fargo.

The difference in mileage was not sufficient to necessitate higher rates to Grand Forks than to Fargo, and the distance between Grand Forks and Fargo is so small as to necessitate blanketing of intermediate territory in order that gross discriminating might be avoided.

COMPLAINANT'S EXHIBIT 46. MAGUIRE.

GREAT NORTHERN RAILWAY

Freight Traffic Department, St. Paul, Minn., April, 1909.

Statement showing Actual Basis of Specific Terminal First Class Rates, which appli from Duluth (same basis from Twin Cities), prior to Rates ordered in by Min esota Railway Commission Order of September 6th, 1906.

Progressions: Straight Distance Tariff,
3c per 5 miles up to 35 miles.
2c per 5 miles, 35 miles to 60 miles.
1c per 5 miles, 60 miles and over.

Straight Distance Tariff, 105% of Terminal Tariff.
Terminal Tariffs, 95.24% of Distance Tariff.

From Duluth	Straight Distance 105% of Terminal	Terminal Distance 95.24% of Distance GFO A-1392		Actual Specific Rates from Duluth on Terminal Tariff GFO A-1392 basis		Present ra in effect a Result of Order of Sept. 6, 19
Miles			Miles	To	Rate	
10	10	10	11	Saunders.....	a10	14
15	13	12	13	Boyleston.....	a10	14
20	16	15	.....	None.....	.....	.....
25	19	18	.....	None.....	.....	.....
30	22	21	29	Huson.....	a17	14.9
35	25	24	35	Carlton.....	a18	15.9
40	27	26	.....	None.....	.....	.....
45	29	28	41	Cloquet.....	b21	16.9
50	31	30	49	Draco.....	c25	18
55	33	31	.....	None.....	.....	.....
60	35	33	58	Brookston.....	c25	18
65	36	34	64	Congo.....	c33	21.8
70	37	35	70	Gowan.....	35	24.5
75	38	36	75	Floodwood.....	36	24.5
100	43	41	98	Verna.....	41	27.7
125	48	46	126	Deer River.....	46	36.5
150	53	50	146	Bena.....	50	40.4
175	58	55	174	Rosby.....	55	45.3
200	63	60	199	Shevlin.....	60	50.2
230	69	66	227	Fosston.....	66	53.2
275	78	74	272	Crookston.....	d67	58.1
300	83	79	298	Grand Forks.....	d67	60
325	88	84	325	Larimore.....	d75	69
390	101	96	386	Devils Lake.....	96	90
425	108	103	423	York.....	103	98
505	124	118	504	Minot.....	e115	110
550	133	127	550	Palermo.....	e124	117
600	143	136	597	Ray.....	e133	129
620	147	140	619	Avoca.....	e138	137

Basis for Competitive Rates.

a. Distance, Duluth to Carlton via N. P., 22 miles, making rate 18 cent Intermediate rates on G. N. graded.

b. Distance, Duluth to Cloquet via N. P., 28 miles, making rate 21 cent G. N. met same.

c. Rates lower than normal necessary to meet D. M. & N. rates on the north For instance, distance, Duluth to Culver (about 6 miles north of Brookston) is 3 miles, rate 24 cents. Brookston was made 25 cents and Congo 33 cents, with norma basis arrived at Gowan.

d. Crookston and Grand Forks in "blanket" territory. Normal basis ar rived at Devils Lake, intermediate rates being graded on mileage basis.

e. Soo Line rate (short mileage), Minneapolis to Minot, set rate of $1.15 a that point. Progression decreased to points west, slightly account Soo Line run ning almost parallel on the north. Last progression of terminal tariff used as a maximum.

COMPLAINANT'S EXHIBIT 47. MARTIN.

GREAT NORTHERN RAILWAY COMPANY,

AND

MINNEAPOLIS WESTERN RAILWAY AND DULUTH TERMINAL RAILWAY COMPANIES.

STATEMENT.

Showing Operating Expenses in State of Minnesota, 12 Months Ended June 30th, 1908.

	Minnesota	
	Freight	Passenger
Transportation Expenses:		
Station Service:		
Station employes	$436,409.76	$202,944.83
Station supplies and expenses	23,683.53	29,334.60
Weighing and car service associations	20,948.86	.....
Operating joint yards and terminals—Dr.	168,940.44	52,033.69
Operating joint yards and terminals—Cr.	16,233.60	61,445.08
Total station service	$633,748.99	$222,868.04
Yard Service:		
Yardmasters and their clerks	$57,128.13	$2,926.97
Yard conductors and brakemen	223,620.36	9,631.57
Yard switch and signal tenders	30,827.75	4,605.26
Yard supplies and expenses	12,656.61	184.30
Yard enginemen	122,810.85	6,751.01
Enginehouse expenses—yard	32,885.15	4,628.67
Fuel for yard locomotives	207,319.75	13,443.37
Water for yard locomotives	7,063.39	493.28
Lubricants for yard locomotives	3,029.74	343.86
Other supplies for yard locomotives	3,532.76	317.64
Total yard service	$700,874.49	$43,325.93
Total station and yard service	$1,334,623.48	$266,193.97
Engine Service:		
Road enginemen	$369,407.14	$212,198.91
Enginehouse expenses—road	90,887.78	52,766.10
Fuel for road locomotives	1,021,890.36	388,134.41
Water for road locomotives	23,269.90	14,977.88
Lubricants for road locomotives	13,383.41	7,642.00
Other supplies for road locomotives	18,354.88	9,264.13
Total engine service	$1,537,193.47	$684,983.43
Train Service:		
Road trainmen	$403,841.63	$191,911.98
Train supplies and expenses	127,960.19	109,783.23
Total train service	$531,801.82	$301,695.21
Casualties:		
Clearing wrecks	$25,018.21	$2,164.01
Loss and damage—freight and baggage	155,726.68	1,227.16
Damage to property	27,520.91	12,839.51
Damage to stock on right of way	7,649.64	5,522.51
Injuries to persons	118,957.04	53,975.33
Total casualties	$334,872.48	$75,728.52

	MINNESOTA	
	Freight	Passenge
Miscellaneous:		
Superintendence	$67,024.17	$57,488
Dispatching trains	34,948.68	28,439
Telegraph and telephone—operation	27,989.81	19,516
Interlockers, block and other signals—operation	14,709.04	14,491
Crossing flagmen and gatemen	6,697.95	2,245
Drawbridge operation	4.72	
Operating joint tracks—Dr.	4,443.67	6,563
Operating joint tracks—Cr.	12,847.71	4,308
Stationery and printing	17,810.84	12,476
Insurance	17,424.46	1,272
Other expenses	5,108.15	4,971
Total miscellaneous	$183,313.78	$143,158
Total casualties and miscellaneous	518,186.26	218,886
Total transportation expenses	$3,921,805.03	$1,471,759
MAINTENANCE OF EQUIPMENT:		
Repairs of steam locomotives	$421,842.52	$225,727
Repairs of cars	623,743.43	162,688
Maintaining joint equipment at terminals—Dr.	22,818.12	685
Maintaining joint equipment at terminals—Cr.	11,375.50	68
Shop machinery and tools	17,771.73	14,340
Superintendence	33,708.94	24,233
Injuries to persons	5,579.99	4,537
Stationery and printing	2,231.34	1,913
Insurance	27,706.04	10,852
Other expenses	14,729.39	12,767
Renewal and depreciation of equipment	879,832.18	193,906
Equipment borrowed and loaned	4,465.42	
Total maintenance of equipment	$2,034,122.76	$651,586
MAINTENANCE OF WAY AND STRUCTURES:		
Ballast	$24,958.75	$16,890
Ties	233,329.29	184,794
Rails	115,164.40	75,519
Other track material	171,627.95	106,447
Roadway and track	833,374.47	571,646
Tunnels		
Bridges, trestles and culverts	111,826.56	99,995
Over and undergrade crossings	6,229.32	3,585
Grade crossings, fences, C. G. and signs	18,976.43	15,527
Removal of snow, sand and ice	12,066.85	8,898
Snow, sand fences and snow sheds	3,208.69	2,833
Superintendence	99,030.61	71,704
Signals and interlocking plants	9,569.64	4,391
Telegraph and telephone lines	9,519.36	7,157
Buildings, fixtures and grounds	168,471.69	97,767
Docks and wharves		74
Roadway tools and supplies	15,020.40	11,892
Work equipment—repairs	49,261.22	35,562
Injuries to persons	20,283.00	16,764
Stationery and printing	3,158.76	2,326
Insurance	12,549.02	8,296
Other expenses	125.21	92
Maintaining joint tracks, yds. and other fclts.—Dr.	39,272.69	35,441
" " " " " " " —Cr.	66,733.56	60,516
Renewals and depreciation of work equipment	15,565.69	11,742
Total maintenance of way and structures	$1,905,856.44	$1,328,835

COMPLAINANT'S EXHIBIT 47. MARTIN.—*Cont.*

	MINNESOTA	
	Freight	Passenger
TRAFFIC EXPENSES:		
Superintendence	$32,092.86	$21,964.45
Outside agencies	77,473.96	44,926.99
Advertising	84.26	32,667.17
Traffic associations	2,371.44	292.25
Industrial and immigration bureau	1,899.09	10,807.95
Stationery and printing	11,800.28	5,847.83
Other expenses	5,589.51	23.50
Total traffic expenses	$131,311.40	$116,530.14
GENERAL EXPENSES:		
Salaries and expenses of general officers	$26,809.43	$22,937.45
Salaries and expenses of clerks and attendants	70,204.69	42,798.11
General office supplies and expenses	3,924.72	3,115.21
Law expenses	31,654.61	21,794.02
Insurance	31.35	16.06
Pensions	130.41	93.99
Stationery and printing	8,275.80	6,418.90
Other expenses	5,106.91	5,037.90
General Adminstration joint tracks, yards and terminals—Dr	2,124.90	996.50
General Adminstration joint tracks, yards and terminals—Cr	2.84	1,860.90
Total general expenses	$148,259.98	$101,347.24
Total operating expenses	$8,141,355.61	$3,670,058.74

		RECAPITULATION AS PER REPORTS TO RAILWAY COMMISSION.		
			Freight	Passenger
Great Northern Ry		$11,760,071.93	$8,098,058.51	$3,662,013.42
Minneapolis Western Ry		37,495.06	37,495.06	.....
Duluth Terminal Ry.:				
To Commission	$3,466.52	.....	.....	.....
Fund for renewal of bridging	10,380.84	13,847.36	5,802.04	8,045.32
		$11,811,414.35	$8,141,355.61	$3,670,058.74

COMPLAINANT'S EXHIBIT 48. MARTIN.

GREAT NORTHERN RAILWAY COMPANY

(Including Minneapolis Western Railway and Duluth Terminal Railway Companies.)
Statement of Rentals paid in State of Minnesota, during year ending June 30th, 1908. (As reported on pages 73 and 75 of reports to Railroad and Warehouse Commission.)

		Total	Freight	Passenger
JOINT TRACKS:				
Duluth, Missabi & Northern Ry.				
Trackage in Hibbing district. (Divided between freight and passenger on basis of trains passing over rented tracks.)		$2,610.37	$2,238.93	$371.44
Northern Pacific Ry.				
Trackage, Dugdale to Red Lake Falls. (Divided between freight and passenger on basis of trains passing over rented tracks.)		3,091.70	1,433.12	1,658.58
Tolls over St. Louis Riv. bridge. (Divided between freight and passenger on basis of class of equipment passing over bridge.)		13,006.52	8,994.05	4,012.47
RENTALS:				
Rentals paid for use of facilities by above named companies:				
Chicago, Burlington & Quincy R. R. Co.				
Use of wye for turning passenger trains at St. Paul	$9,734.12			
Use of freight yard at Daytons Bluff yard	123.46			
		9,857.58	123.46	9,734.12
St. Paul Union Depot Company—				
Passenger terminals at St. Paul		5,740.96	.....	5,740.96
Duluth Union Depot Company—				
Passenger terminal at Duluth		6,149.28	.....	6,149.28
Northern Pacific Ry. Co.—				
Freight depot and terminals at Duluth		11,409.72	11,409.72	.....
Switching, Rices Pt. Duluth	$11.54		11.54	
Rent of station at Carlton. (Divided between freight and passenger on basis of train mileage)	84.20		62.31	21.89
Rent of station, Cloquet. (Divided between freight and passenger on basis of train mileage.)	$188.74	.....	147.05	41.69
Rent of transfer tracks, Scanlon	100.87	.....	100.87	.....
Rent of telegraph office, Northtown Jct. (Divided 50% freight and 50% passenger.)	9.25	.....	4.62	4.63
		394.60		
SUNDRY:				
Chicago, St. Paul, Mpls. & Omaha Ry.—				
Temporary use of wye for turning train at St. Paul, account C. B. & Q. "Y" blocked		4.00	.....	4.00
Rental, Pro. of joint switching, A. Dickinson's Plant, Mpls.		57.52	57.52	.....
Chicago Great Western Ry.—				
Rent of land for tracks leading to Daniel's Oil Mill, Mpls.		527.15	527.15	.....
Minnesota Transfer—				
Interest on bonds, Dr.	$7,296.42			
Our pro. revenue, Cr.	7,179.83	116.59	116.59	.....

Canadian Pacific Ry.—			
Rent of stall in and trackage to round house at Emerson. (Used by passenger engines only.)	300.00	.....	300.00
Minnesota & International Ry.—			
Rental, portion for use of their tracks leading to saw mills, Bemidji	160.62	160.62	.....
Rental, portion for use of their tracks leading to saw mills, Walker	599.98	599.98	.....
MISCELLANEOUS RENTS, Page 75:			
Scotch Iron Company—			
Rental of land for track leading to Kenny & Yates' mine spur	2,500.00	2,500.00	.....
C. B. & Q. Ry.—			
Rent of ground, Minneapolis. (Used for Industrial track)	10.00	10.00	.....
J. P. Johnson—			
Clerks fees in connection with ten year leases of lands used for tracks at Croxton mine spur	2.00	2.00	.....
Minneapolis & St. Louis Ry.—			
Rent of land near Lyndale Ave., Mpls. used for yard tracks	5.00	5.00	.....
N. C. Palmer—			
Recording deed for easement from the Scotch Iron Co. as above	1.25	1.25	.....
Total, Great Northern Ry	$56,544.84	$28,505.78	$28,039.06
MINNEAPOLIS WESTERN RY.:			
Miscellaneous rents, Page 73			
Minneapolis Mill Co.—			
Rent, strip of land for tracks leading to flour mills at Minneapolis	.....	$50.00	.....
Hire of equipment, page 41	.....	252.51	.....
(Debit balance on equipment)			
Total, Minneapolis Western Ry	.....	$302.51	.....
Grand total	.....	$28,808.29	$28,039.06

COMPLAINANT'S EXHIBIT 49. MARTIN.

Statement of Revenues Earned in State of Minnesota, during Year ended June 30, 1908.

	Great Northern Ry. Co.		Mpls. West Ry. Co. Page 45	Duluth Terminal Ry. Co. Page 45	Total State of Minnesota	Division of Total	
	Page 45 Local to State	Page 45a Interstate				Freight	Passenger
Freight	$3,216,531.25	$12,442,129.82	.....	.....	$15,658,661.07	$15,658,661.07	.....
Passenger	$1,977,968.53	1,662,658.92	.....	.....	3,640,627.45	.....	$3,640,627.45
Excess baggage	21,624.81	23,351.92	.....	.....	44,976.73	.....	$44,976.73
Mail	86,512.82	298,087.23	.....	.....	384,600.05	.....	384,600.05
Express	121,177.39	115,064.27	.....	.....	236,241.66	.....	236,241.66
Other passenger train revenue	100.35	.....	.....	.....	100.35	.....	100.35
Passenger Service, Train Revenue	$2,207,383.90	$2,099,162.34	.....	.....	.....	.....	.....
Switching	$163,498.21	.....	$47,419.72	.....	210,917.93	210,917.93	.....
Special service trains	6,366.70	1,163.81	.....	.....	7,530.51	7,480.35	50.16
Miscellaneous transportation	7,115.71	6,765.01	.....	.....	13,880.72	13,880.72	.....
Total Revenue from Transportation	$5,600,895.77	$14,549,220.98	$47,419.72	.....	$20,197,536.47	.....	.....
REVENUE FROM OPERATION OTHER THAN TRANSPORTATION:							
Station and train privileges	$3,453.87	$3,729.73	.....	.....	$7,183.60	.....	7,183.60
Parcel room receipts	11,946.15	.....	.....	.....	11,946.15	.....	11,946.15
Storage freight	1,011.22	.....	.....	.....	1,011.22	1,011.22	.....
Storage baggage	9,285.33	.....	.....	.....	9,285.33	.....	9,285.33
Car service	29,034.21	.....	1,518.00	.....	30,552.21	30,552.21	.....
Telegraph	824.43	.....	.....	.....	824.43	647.59	176.84
Rent of buildings and other property	6,542.78	.....	.....	.....	6,542.78	5,139.35	1,403.43
Miscellaneous	10,863.56	.....	162.00	.....	11,025.56	8,708.41	2,317.15
Total revenue from operation other than transportation	$72,961.55	$3,729.73	$1,680.00	.....	$78,371.28	.....	.....
Total miscellaneous revenue	.....	.....	.....	.....	.....	$278,337.78	$698,281.45
Total Operating Revenues	$5,673,857.32	$14,552,950.71	$49,099.72	.....	$20,275,907.75	$15,936,998.85	$4,338,908.90

COMPLAINANT'S EXHIBIT 50. HOGELAND.

GREAT NORTHERN RAILWAY.

COST OF TRACK TIES.

Built	Line	Mileage Main	Mileage Side	Number	Charges	Cost per Tie
1898	Cloquet to Boyleston . } Deer River to Fosston. }	126.12	9.03	356,800	$242,714	68.0
1899	Hibbing to Virginia	18.78	3.98	60,090	28,009	46.6
1901	Brookston to Ellis	46.49	3.49	132,000	59,344	45.0
1902	Jennings to Boundary	50.98	6.08	150,480	49,589	32.9
	Marcus to Republic	69.38	6.40	200,100	74,868	37.4
	Kelly Lake to Nashwauk	10.64	.65	29,830	11,206	37.6
	Boundary to Swinton	43.38	6.28	131,100	60,686	46.3
	Laurier to Danville	16.50	2.58	50,160	18,057	36.0
1903	Souris to Westhope	16.41	1.33	46,830	44,473	95.0
	Granville to Mohall	46.97	2.99	132,000	119,045	90.2
1904	Columbia Falls to Rexford	69.18	10.41	210,140	114,627	54.6
	Thief River Falls to Greenbush	41.09	2.61	115,370	72,835	63.1
	Mohall to Sherwood	14.85	1.98	44,430	36,904	83.1
	Edmore to Munich	24.87	1.96	70,830	52,335	73.9
	Swinton to Fernie	9.82	1.48	29,830	18,489	62.0
	Grand Forks to Phoenix	29.37	7.50	97,340	38,536	39.6
1905	Towner Line	46.13	3.58	131,230	97,576	74.4
	York Line	34.68	2.44	98,000	66,597	68.0
	Westhope Extension	12.76	1.40	37,380	29,551	79.0
	Forbes Extension	13.36	1.56	39,390	30,030	76.3
	Munich Extension	20.53	2.62	61,120	45,078	73.8
	St. Johns Extension	3.88	.....	10,300	8,134	79.0
	Curlew to Midway	14.52	1.49	42,240	25,427	60.2
1906	Midway to Molson	28.89	3.20	84,740	38,695	45.7
	Boundary to Keremeos	18.20	2.27	54,120	28,899	53.4
	Thorne to Dunseith	7.61	.35	21,010	23,892	1.137
	Molson to Oroville	27.82	7.99	99,460	49,842	50.1
	Sioux City to Ashland	103.15	18.08	320,050	260,275	81.3
1907	Kelly Lake to Fermoy	23.40	2.98	74,300	48,175	64.9
	Aneta to Devils Lake	57.72	9.18	176,600	149,905	84.9
	Oroville to Boundary	20.64	1.09	57,370	30,422	53.0
	Crosby Line	89.16	6.51	252,570	217,817	86.2
	Portage la Prairie Line	77.01	6.57	220,650	171,190	77.6
	Brandon Line	69.45	7.22	202,410	179,612	88.7
	Morden Line	15.25	2.33	46,410	47,185	1.017
	1898–1907	1,318.99	149.61	3,886,680	$2,590,019	66.6
	1905–1907	684.26	80.86	2,029,350	1,548,302	76.3
	1907	352.63	35.88	1,030,310	844,306	82.0

Chief Engineer's Office, April 15th, 1909.

COMPLAINANT'S EXHIBIT 51. HOGELAND.

GREAT NORTHERN RAILWAY

LINES IN MINNESOTA

Statement showing Quantities moved by, and Prices paid to Contractors for Grading, of which vouchers are on file.

Sec.	Location	Date	Earth			Hard Pan			Loose Rock			Solid Rock		
			Cubic Yards	Amount	Per Yd.	Cubic Yards	Amount	Per Yd.	Cubic Yards	Amount	Per Yd.	Cubic Yards	Amount	Per Yd.
1	St. Paul to University Switch	1885	25,730	$4,900.41	19.0									
5	Hopkins Branch	1886	37,210	8,186.20	22.0									
6	Hutchinson Branch	1881	120,970	24,194.00	20.0									
		1886	157,369	28,326.42	18.0	27,431	$10,419.96	38.0				35	$105.00	3.00
		1880	96,736	24,667.68	25.5									
		1890	269,332	40,385.87	15.0	17,350	6,072.50	35.0	825	$288.75	35.0	90	81.00	.90
7	Willmar to Jasper	1886	2,778,609	453,391.16	16.3	114,097	36,214.39	31.7	1,503	751.50	50.0	6,112	15,224.99	2.49
9	Benson to Nassau	1887	714,605	112,335.91	15.7				1,780	894.50	50.0	1,279	1,598.75	1.25
10	Browns Valley Branch	1880	410,916	73,964.88	18.0				30	15.00	50.0			
13	Elk River to Milaca	1886	400,899	89,755.42	22.4									
14	St. Cloud to Hinckley	1882	1,540,400	385,100.00	25.0									
15	Clearwater Junction to St. Cloud	1881	251,003	47,865.51	19.1									
		1881	536,249	123,407.27	22.9									
		1882	122,462	30,615.50	25.0									
		1888	34,685	6,075.27	17.5									
16	St. Cloud to Willmar	1885	238,307	33,512.46	14.1				318	159.00	50.0	1,869	3,197.25	1.71
		1886	645,978	104,149.96	16.1				163	81.50	50.0			
17	St. Cloud to Barnesville	1871	1,771,492	636,137.12	35.9							692	518.47	.75
		1879	1,136,067	238,571.97	21.0				1,371	685.75	50.0	198	257.24	1.30
18	Sauk Center to Park Rapids	1882	485,114	130,980.78	27.0				75	37.50	50.0			
		1883	10,140	2,737.66	27.0									
		1891	253,243	40,518.88	16.0				210	105.00	50.0	33	29.47	.90
		1891	275,405	46,818.85	17.0				490	220.50	45.0	84	75.60	.90
		1891	261,483	39,222.45	15.0	24,349	8,522.15	35.0	640	288.00	45.0	52	46.80	.90
19	Park Rapids to Coss Lake	1893	455,909	104,118.72	22.9				6,410	2,564.00	40.0	220	220.00	1.00
		1899	750,894	124,520.82	16.6				3,990	1,795.50	45.0	1,210	1,210.00	1.00
20	Evansville to Tintah	1887	596,053	98,031.92	16.4				124	62.00	50.0			
21	Fergus Falls to Pelican Rapids	1881	217,597	50,047.31	23.0				269	134.35	50.0			
23	Moorhead to Brushvale	1887	426,334	60,582.06	14.2									
26	Moorhead to Redland	1883	256,554	38,894.56	15.2									
		1896	358,397	38,099.30	10.7									
27	Wylie to St. Hilaire	1882	165,037	31,357.03	19.0									
28	Red Lake Falls to Thief River Falls	1902	147,840	32,955.49	22.3	129,161	63,957.69	49.5						
		1902	94,559	11,819.87	12.5									
		1905	64,262	16,129.43	25.1									
29	Thief River Falls to Greenbush	1904	488,598	77,268.99	16.4									
30	Redland to Fenton	1886	266,148	37,987.18	14.3				4	2.00	50.0			
		1887	283,363	52,617.24	18.6									
		1886	281,256	40,347.96	14.3				500	200.00	40.0	100	90.00	.90
31	Coon Creek to Hinckley	1899	1,030,217	117,660.49	11.4									
32	Sandstone to Quarries	1888	25,133	5,529.26	22.0				400	200.00	50.0	3,977	3,579.30	.90
33	Hinckley to Foxboro	1888	1,214,864	334,573.55	27.5				1,805	1,019.82	56.5	766	1,086.56	1.35
35	State Line to Cloquet	1893	893,259	251,719.60	28.2	18,171	7,268.40	40.0	7,595	3,417.75	45.0	49,013	49,013.00	1.00
		1900	6,652	1,125.60	16.9				2,215	775.25	35.0	31,185	31,185.00	1.00
		1903	1,938	484.50	25.0	1,178	471.20	40.0	1,221	610.50	50.0	9,901	9,901.00	1.00
		1905	177,351	47,639.92	26.8									
36	Cloquet to Deer River	1898	150,393	43,060.39	28.6				8,112	4,056.00	50.0	467	560.05	1.15
		1903	35,427	9,808.08	27.7	4,170	1,668.00	40.0	6,727	2,690.80	40.0	4,039	4,442.90	1.10
37	Brookston to Ellis	1901	991,524	201,012.00	20.2	44,953	17,444.87	38.8	24,400	10,777.10	44.1	8,943	9,985.45	1.12
39	Chisholm to Virginia	1899	437,632	99,870.44	22.8	25,903	9,819.86	37.9	18,617	7,995.83	42.9	8,318	8,316.65	1.00
40	South Range Line	1903	211,507	69,827.01	33.0				10,785	3,774.75	35.0	6,555	5,899.50	.90
41	Kelly Lake to Nashwauk	1902	146,397	45,297.76	30.9	35,746	13,583.48	38.0	9,135	3,928.05	43.0	4,436	5,124.40	1.15
42	Deer River to Fenton	1898	1,076,330	184,508.55	17.2				1,331	598.95	45.0			
		1898	1,447,264	252,016.81	17.4	48,030	19,212.00	40.0	26,774	12,048.30	45.0	3,410	3,410.00	1.00
44	Minneapolis Union Railway	1882	23,483	6,688.69	28.5									
		1884	10,043	2,008.60	20.0									
		1884	72,322	21,696.60	30.0				7,205	5,764.00	80.0	39,824	59,736.00	1.50
		1892	26,258	6,301.85	24.0							4,049	3,037.05	.75
46	Kelly Lake to Fermoy	1907	656,642	234,851.76	36.0	62,083	26,074.36	42.0	11,277	5,300.19	47.0	2,653	3 050.95	1.15
	Totals		26,043,930	$5,474,161.12	21.0	532,611	$220,728.88	40.0	156,310	$71,242.14	45.6	189,625	$221,013.47	1.17

Total Yardage	Amount	Per Yard
26,942,476	$5,987,144.61	22.2

COMPLAINANT'S EXHIBIT 52-A. HOGELAND.

Statement showing number of men actually engaged on the Construction of the Billings Line as compared with number of men sent to the work.

Year	Month	Average Number of Men at work	Average per Month	Men Shipped
1906	June	93	.....	717
	July	618	.....	1,276
	August	823	.....	1,793
	September	1,555	.....	1,091
	October	1,965	.....	1,910
	November	2,024	.....	1,053
	December	1,974	.....	747
		9,042	1,292	8,587
1907	January	1,629	.....	219
	February	1,443	.....	711
	March	1,882	.....	1,127
	April	2,338	.....	2,110
	May	2,657	.....	2,272
	June	2,803	.....	2,104
	July	2,635	.....	2,813
	August	2,387	.....	2,731
	September	2,174	.....	2,056
	October	2,075	.....	2,291
	November	2,028	.....	1,083
	December	946	.....	764
		24,997	2,083	20,281
1908	March	81	.....	586
	April	303	.....	1,446
	May	591	.....	1,620
	June	661	.....	1,670
	July	706	.....	2,497
	August	698	.....	3,395
	September	673	.....	1,980
	October	633	.....	415
	November	567	.....	561
	December	368	.....	6
		5,281	528	14,185

Chief Engineer's Office, April 3d, 1909.

COMPLAINANT'S EXHIBIT 52-B. HOGELAND.

Statement showing number of men actually engaged on the Construction of the Kelly Lake—Fermoy Line, as compared with number of men sent to the work.

Period Ending	Number	Per Month	Average	Men Shipped
January 10th	40			
January 20th	40			
January 31st	40			
		120	40	188
February 10th	40			
February 20th	64			
February 28th	111			
		215	71	1,227
March 10th	323			
March 20th	394			
March 31st	439			
		1,156	385	1,088
April 10th	601			
April 20th	604			
April 30th	651			
		1,856	619	1,621
May 10th	639			
May 20th	661			
May 31st	635			
		1,935	645	1,170
June 10th	620			
June 20th	600			
June 30th	549			
		1,769	590	1,342
July 10th	404			
July 20th	476			
July 31st	439			
		1,319	440	1,286
August 10th	269			
August 20th	204			
August 31st	171	644	215	568
	.....	9,014	375	8,490

Chief Engineer's Office, April 2nd, 1909.

COMPLAINANT'S EXHIBIT 53. WARD.

GREAT NORTHERN RAILWAY COMPANY.

Statistics for business year ended June 30, 1908.

Mileage in System.

	Miles	Miles	Miles
Main Track—First	.....	6,687.98	.....
" " Second	127.50	.....	.....
" " Other	22.33	149.83	.....
Total main track owned			6,837.81
Sidings, spurs and yard tracks owned			1,619.46
Leased tracks			39.61
Trackage			50.45
Total tracks in system			8,547.33

Mileage in State of Minnesota.

	Miles
Main Track—First	2,056.07
" " Second and additional tracks	99.81
Side "	623.42
Total tracks in Minnesota	2,779.30

Equipment on System.

Locomotives	1,081
Passenger train cars	802
Freight and work cars	43,890

Average Capacity of Equipment.

Box cars	Average capacity per car	34	tons
Refrigerators	" " "	29	"
Stock cars	" " "	22	"
Flat cars	" " "	32	"
Coal cars	" " "	40	"
	Average capacity of above cars	33	"
Steel ore	Average capacity per car	49	"
Wooden ore	" " "	35	"
	Average capacity—all classes	35	"

Traffic on System.

Freight.

Tons Revenue Freight carried	19,269,248
" " " one mile	5,164,176,870
Freight Revenue	$40,319,341.45
Tons Revenue Freight per train mile	509.106
Tons Revenue Freight per loaded car mile	20.491

Passenger.

Passengers carried	6,960,371
" " one mile	493,082,382
Passenger Revenue	$11,192,461.25
Average distance carried, miles	70.841

COMPLAINANT'S EXHIBIT 53. WARD.—*Cont.*

Traffic in State of Minnesota.

Freight.

Mesabi Division.

	Local	Interstate Touching Minnesota	Total
Tons carried	167,661	8,063,636	8,231,297
Tons one mile in Minnesota	6,184,054	801,517,692	807,701,746
Average haul—miles:			
Entire distance	36.9	237.5	.....
In Minnesota	36.9	99.4	98.1
Revenue allotted to Minnesota	$119,994.02	$4,182,808.11	$4,302,802.13
Revenue per ton in Minnesota	71.6 cents	51.9 cents	52.3 cents
Revenue per ton per mile in Minn.	1.940 cents	.522 cents	.533 cents

Relation of revenue per ton per mile from local traffic to interstate traffic, 3.71 to 1.

Note: Of the interstate traffic on **Mesabi Division, Iron Ore** furnished the figures following:

Tons hauled	6,262,684
Tons one mile	575,234,319
Revenue	$2,541,179.62
Average haul in Minnesota	91.8 miles
Total average haul	111.7 "
Revenue per ton	$0.406
Revenue per ton mile	$0.00442

Other Divisions in Minnesota Excluding Mesabi Division.

	Local	Interstate Touching Minnesota	Total
Tons carried	1,412,399	6,359,774	7,772,173
Tons one mile in Minnesota	165,133,712	1,150,909,275	1,316,042,987
Average haul—miles:			
Entire distance	116.9	621.0	.....
In Minnesota	116.9	181.0	169.3
Revenue allotted to Minnesota	$2,246,365.00	$9,109,493.94	$11,355,858.94
Revenue per ton in Minnesota	$1.590	$1.432	$1.461
Revenue per ton per mile in Minnesota	1.360 cents	.791 cents	.863 cents

Relation of revenue per ton per mile from local traffic to interstate traffic, 1.72 to 1.

All Divisions in Minnesota.

	Local	Interstate Touching Minnesota	Total
Tons carried	1,511,487	12,842,268	14,353,755
Tons one mile in Minnesota	171,317,766	1,952,426,967	2,123,744,733
Average haul—miles:			
Entire distance	113.3	411.8	.....
In Minnesota	113.3	152.0	148.0
Revenue allotted to Minnesota	$2,366,359.02	$13,292,302.05	$15,658,661.07
Revenue per ton in Minnesota	$1.566	$1.035	$1.091
Revenue per ton per mile in Minnesota	1.381 cents	.681 cents	.737 cents

Relation of revenue per ton per mile from local traffic to interstate traffic, 2.03 to 1.

Average total haul of all interstate traffic touching Minnesota, excepting Iron Ore ..... 557.6 miles

Passenger.

Gross Earnings.

Passengers Local to State	$1,750,522.02
" Interstate touching Minnesota	1,890,105.43
Passengers carried—Local	2,498,986
" " —Interstate	690,026
" " one mile—Local	92,053,657
" " " " —Interstate	92,341,852
Average haul of passengers within the state of Minnesota:	
Local	36.8 miles
Interstate	133.8 "

Note: The average total haul in all states of passengers touching Minnesota has not been computed.

Operating Expense.

System.

Total gross earnings on system	$54,429,632.71
Total operating expense on system	36,158,055.63
Net earnings on system	$18,271,577.08

State.

Total gross earnings	$20,275,907.75
" operating expense	11,811,414.35
" net earnings	$8,464,493.40
Of the total operating expense within the state there has been allocated to:	
Freight	$8,141,355.00
Passenger	3,670,058.00
	$11,811,413.00

The amounts allocated respectively to Freight and Passenger, have been subdivided as follows:

Freight.

Station and yard service	$1,334,623.48
Engine service	1,537,193.47
Train service	531,801.82
Other transportation service	518,186.26
Total transportation service	$3,921,805.03
Maintenance of way and structure	$1,905,856.44
Maintenance of equipment	2,034,122.76
Traffic expense	131,311.40
General expense	148,259.98
Total other than transportation	$4,219,550.58

Passenger.

Station and yard service	$266,193.97
Engine service	684,983.43
Train service	301,695.21
Other transportation service	218,886.64
Total transportation service	$1,471,759.25
Maintenance of way and structure	$1,328,835.87
Maintenance of equipment	651,586.24
Traffic expense	116,530.14
General expense	101,347.24
Total other than transportation	$2,198,299.49

NOTE: It is estimated that of the **Interstate Freight** touching the state of Minnesota, from 14 to 17 per cent of the ton miles made within the state are made by freight passing entirely across the state, without receiving any terminal service within it, nor any yard service within it, except what is involved in breaking and making up trains in divisional yards.

About one-half of the total mileage in Minnesota is operated as main line and the remainder as branch line.

NINETEENTH ANNUAL REPORT

OF THE

GREAT NORTHERN RAILWAY COMPANY

Fiscal Year Ended June 30, 1908

The Great Northern Railway Company

DIRECTORS

JAMES J. HILL (term expires 1908)	St. Paul
FREDERICK WEYERHAEUSER (term expires 1908)	St. Paul
LOUIS W. HILL (term expires 1908)	St. Paul
ROBERT I. FARRINGTON (term expires 1909)	St. Paul
EDWARD SAWYER (term expires 1909)	St. Paul
WILLIAM R. BEGG (term expires 1909)	St. Paul
HENRY W. CANNON (term expires 1910)	New York
WILLIAM B. DEAN (term expires 1910)	St. Paul
SAMUEL THORNE (term expires 1910)	New York

OFFICERS

J. J. HILL	Chairman of the Board	St. Paul
L. W. HILL	President	St. Paul
R. I. FARRINGTON	Second Vice President	St. Paul
E. T. NICHOLS	Third Vice President, Secretary and Asst. Treasurer	New York
E. SAWYER	Treasurer and Asst. Secretary	St. Paul
N. TERHUNE	Asst. Treasurer and Asst. Secretary	New York
F. W. BOBBETT	Asst. Secretary	St. Paul
J. G. DREW	Comptroller	St. Paul
W. R. BEGG	General Solicitor	St. Paul
J. M. GRUBER	General Manager	St. Paul
W. W. BROUGHTON	General Traffic Manager	St. Paul
A. H. HOGELAND	Chief Engineer	St. Paul
E. A. BERNHOLZ	Transfer Agent	New York
M. H. NILES	Transfer Agent	New York

NINETEENTH ANNUAL REPORT

of

THE GREAT NORTHERN RAILWAY COMPANY

To The Stockholders:

The Directors submit the following report for the year ended June 30, 1908:

CAPITAL STOCK.

There has been no increase in the authorized share capital of The Great Northern Railway Company during the year and same remains at $210,000,000.00.

Of the capital authorized there had been issued to June 30, 1907 (page 7, last year's report)		$149,577,500.00
There have been issued during the year:		
3,852½	shares, amounting to	385,250.00
	in completing previous transactions, and	
600,000	shares, amounting to	60,000,000.00
	as of May 1, 1908, under the resolution adopted by the Board of Directors December 11, 1906, explained in the report for last year.	
Total outstanding June 30, 1908		$209,962,750.00

The stock outstanding June 30, 1908, was represented by:

Stock Certificates	$209,103,500.00
Full paid subscription receipts to $60,000,000 issue, not at that time surrendered for exchange into stock certificates	848,380.00
Scrip, full paid	10,870.00
Total	$209,962,750.00

There were in the treasury of the Company June 30, 1908, 372½ shares of Great Northern Stock not used in acquiring 298 shares of Manitoba Stock.

DISPOSITION OF PROCEEDS OF CAPITAL STOCK ISSUED.

The Company's reports for the past years have stated the purposes for which stock issues have been made and have listed the securities acquired in exchange for the Company's Capital Stock or purchased with proceeds of stock issued for cash. As the larger

portion of these securities were used in part payment for the railways, equipment and other property purchased during the year, as described in greater detail on page 8, a general statement of the disposition of the amount realized by the Company from the total share capital issued to June 30, 1908, may be of interest to the shareholders.

The cost of securities acquired in exchange for Great Northern Stock or with cash realized from issues of that stock, less cost of such securities as had been disposed of to June 30, 1908, was.....	$108,559,308.26
Of these securities, stocks costing ..... were used in acquiring the railways and properties described on pages 8 and 9 and have been retired.	77,846,704.98
Leaving as the cost of securities on hand, same forming a portion of the securities in the Company's treasury	$30,712,603.28

The cost of the securities remaining on hand may be classified as follows:

Bonds issued by Companies whose properties have now been purchased by the Great Northern, and the payment of which bonds has been assumed by the Great Northern as a part of the purchase price—Par $18,945,969.70; cost.....	$19,203,753.51
Stocks and bonds of Canadian Companies whose properties form a portion of the System and are operated by the Great Northern, viz.: Nelson & Fort Sheppard Ry. Co. and Red Mountain Ry. Co.	2,370,838.58
Stocks and bonds of Terminal Companies whose property is used by the Great Northern Ry. Co., viz.: St. Paul Union Depot Co., Minnesota Transfer Ry. Co. and Lake Superior Terminal & Transfer Ry. Co...	341,700.00
Stocks of Proprietary Companies whose lines form a portion of the System, but which are independently operated, viz.: Minneapolis Western Ry. Co. and Iowa & Great Northern Ry. Co.....	750,000.00
Stocks of the Great Northern Steamship Co. and Northern Steamship Co.; operated independently.	6,500,000.00
Debenture Stock and Common Shares of the Kootenay Ry. & Nav. Co., Ltd.; operated separately....	1,545,858.04

Balance unpaid on a Town Bond in process of redemption		453.15
Total		$30,712,603.28
Par value of Great Northern Ry. Co. Stock issued and outstanding June 30, 1908, as heretofore given		$209,962,750.00
Cost of securities acquired with Great Northern Stock or the cash proceeds therefrom, as above		108,559,308.26
Balance, Cash realized from Great Northern Ry. Stock issued and not invested in securities		$101,403,441.74
This balance has been used in part payment of:		
Portion of purchase price of railway properties, etc., acquired, that was paid in cash, being the amount required to redeem and retire the shares of the Capital Stock of the selling companies not owned by the Great Northern Ry. Co		$590,071.19
Amounts from time to time advanced Proprietary Companies and expended for construction and equipment, less net assets taken over and used in reduction of said advances, that were written off as payment in part for the railways, etc., purchased from said companies		30,363,080.91
Cost of property, equipment, etc., from time to time purchased by the Great Northern and heretofore carried in "Cost of Properties and Securities Owned by the Great Northern Ry. Co.," as explained on page 14:		
Cost of Road	$1,293,393.59	
Cost of Equipment	24,171,096.97	
Cost of Elevator at Minneapolis, Minn	237,660.48	
Total		25,702,151.04
Amounts expended during the fiscal year ended June 30, 1908, and as detailed on pages 11 and 12, for		
Construction	$7,123,321,78	
Equipment	7,007,235.81	
Additions:		
On G. N. Ry. Lines	2,257,026.09	
On Canadian Lines	8,552.59	
Total		16,396,136,27

Construction advances to June 30, 1908, to Proprietary Companies whose properties are independently operated:		
Duluth Terminal Ry. Co.....	$174,567.81	
Iowa & Great Northern Ry. Co.....	1,267,788.14	
Total.....		1,442,355.95
Carried forward.....		$74,493,795.36
Brought forward.....		$74,493,795.36
Cost of stocks of and amounts advanced on Construction Account to June 30, 1908, to the following Canadian Companies whose properties are operated as a portion of the Great Northern System:		
Midland Ry. Co. of Manitoba.....	$3,110,221.06	
Brandon, Saskatchewan & Hudson's Bay Ry. Co.....	2,066,695.72	
Crow's Nest Southern Ry. Co.....	3,803,279.96	
Vancouver, Victoria & Eastern Ry. and Navigation Co.....	11,585,772.01	
Total.....		20,565,968.75
Amount advanced to June 30, 1908, towards the construction of the Spokane, Portland & Seattle Ry. Co.'s lines of railway.....		21,827,521.24
Total.....		$116,887,285.35

BONDED DEBTS.

BONDS ASSUMED.

In part payment for the railways and other properties acquired from the St. Paul, Minneapolis & Manitoba Railway Company and from sundry proprietary companies, of which full explanation is given on page 8, the Great Northern Railway Company assumed the payment of the principal and interest of bonds which had been issued by those companies and were outstanding, to the amount of $125,975,909.09

This amount has been reduced since November 1, 1907 by the redemption of the St. P., M. & M. Ry, Consolidated Mortgage 4½ per cent Bonds through the operation of the Sinking Fund, as explained below.	78,000.00

Leaving outstanding June 30, 1908, as shown by Balance Sheet page 34	$125,897,909.09
Of this amount there were outstanding in the hands of the public, as per table on page 36	97,455,939.39
And held as free assets in the Company's treasury	$28,441,969.70

The following is a list of the latter:

St. P., M. & M. Ry. Co., Pacific Extension 4 per cent Bonds (£2,000,000)	$9,696,969.70
Improvement Bonds	11,910,000.00
Eastern Ry. Co. of Minnesota, Northern Division, First Mortgage, 4 per cent Bonds	2,065,000.00
Willmar & Sioux Falls Ry. Co., First Mortgage, 5 per cent Bonds	21,000.00
Spokane Falls & Northern Ry. Co., First Mortgage, 6 per cent Bonds	2,583,000.00
Duluth, Watertown & Pacific Ry. Co., First Mortgage, 6 per cent Bonds (entire issue)	1,375,000.00
Park Rapids & Leech Lake Ry. Co., First Mortgage, 5 per cent Bonds (entire issue)	500,000.00
Columbia & Red Mountain Ry. Co., First Mortgage, 6 per cent Bonds (entire issue)	291,000.00
Total	$28,441,969.70

Interest is not accrued or paid on bonds held in the Company's treasury.

CHANGES IN BONDED DEBT.

There has been a net reduction during the year of $2,160,000.00 in the amount of bonds outstanding in the hands of the public, as will be seen by reference to the table on page 36. The bonds outstanding July 1, 1907, as shown by that table do not agree with the amounts shown by table on page 27 of the last annual report, on account of deducting this year the amount of bonds then held in the Company's treasury and taking up the Spokane Falls & Northern Ry. Co. First Mortgage 6 per cent Bonds, at that time outstanding in the hands of the public. The net reduction is explained as follows.

ST. P., M. & M. RY. BONDS.

CONSOLIDATED MORTGAGE, 4½ PER CENT BONDS, issued in exchange for bonds surrendered and cancelled, as follows:		
Second mortgage bonds	$593,000.00	
Dakota extension mortgage bonds	611,000.00	
Total	$1,204,000.00	
Less, bonds redeemed and cancelled by the Trustee through the operation of the Sinking Fund, as per details on page 35	92,000.00	
Net increase		$1,112,000.00
NOTE.—Of the bonds retired through the Sinking Fund, there were redeemed, prior to November 1, 1907	$14,000.00	
and subsequent to that date	78,000.00	
SECOND MORTGAGE, 6 PER CENT, BONDS, cancelled as above	$593,000.00	
DAKOTA EXTENSION MORTGAGE, 6 PER CENT BONDS, cancelled as above	611,000.00	
Total		1,204,000.00
Net reduction in bonds issued by St. P., M. & M. Ry. Co.		$92,000.00

EASTERN RY. CO. OF MINNESOTA BONDS.

FIRST DIVISION, FIRST MORTGAGE, 5 PER CENT BONDS, matured April 1, 1908; presented and redeemed to July 1, 1908	$4,627,000.00	
NORTHERN DIVISION, FIRST MORTGAGE, 4 PER CENT BONDS, issued on redemption of First Division Bonds	$4,627,000.00	
Less, held in Company's Treasury, June 30, 1908	2,065,000.00	
Outstanding in hands of public	2,562,000.00	
Net reduction in bonds issued by Eastern Ry. Co. of Minnesota in hands of public		2,065,000.00

SPOKANE FALLS & NORTHERN RY. CO.

FIRST MORTGAGE, 6 PER CENT BONDS. Bonds purchased by Great Northern Railway Co. during year and held in its Treasury on June 30, 1908		3,000.00
Total reduction, as above		$2,160,000.00
There has been a *decrease* during the year in the amount of total bond issues of	$92,000.00	
And an *increase* in the amount of bonds in the Company's Treasury of	2,068,000.00	

Making the total *decrease* in amount of bonds outstanding in the hands of the public as shown above and by table on page 36.

The mortgage securing the Eastern Railway Company of Minnesota Northern Division Bonds provides for the issuance of those bonds in an amount equal to the First Division Bonds issued by that company, redeemed and retired. The First Division Bonds matured April 1, 1908, and of the $4,700,000.00 that were outstanding on that date, all but $73,000.00 had been presented to the Company and exchanged for Northern Division Bonds or redeemed in cash on June 30, 1908. Since the close of the fiscal year, there has been paid to the Trustee of the First Division Mortgage the par value of the unpresented First Division Bonds, and the mortgage securing them has been satisfied of record. The Northern Division Mortgage of the Eastern Railway Company of Minnesota is now the only mortgage covering any portion of the property formerly owned by and purchased from that Company.

PURCHASE AND CONSOLIDATION OF RAILWAYS.

Under the authorization given at the annual stockholders' meeting held October 10, 1907, the Company purchased and now holds the title to the lines of railway, equipment, securities, and all other property and assets formerly owned by the:

Minnesota & Great Northern Railway Company,
Dakota & Great Northern Railway Company,
Montana & Great Northern Railway Company,
Billings & Northern Railroad Company,
Eastern Railway Company of Minnesota,
Park Rapids & Leech Lake Railway Company,
St. Paul, Minneapolis & Manitoba Railway Company,
Minneapolis Union Railway Company,
Duluth, Watertown & Pacific Railway Company,
Willmar & Sioux Falls Railway Company,
Montana Central Railway Company,
Spokane Falls & Northern Railway Company,
Columbia & Red Mountain Railway Company,
Washington & Great Northern Railway Company,
Seattle & Montana Railroad Company.

Payment was made therefor by the Great Northern Company assuming the bonds which had been issued by the above named companies and which were outstanding at the time of purchase, by writing off the amounts the Great Northern had advanced the companies for construction purposes, etc., by assuming and discharging all of the other liabilities of said companies, and by the payment of the consideration set out in the resolutions adopted by the stockholders. Out of the consideration so paid, the several com-

panies were enabled to call for retirement and cancellation, their entire share capital, and have taken up the shares owned by the Great Northern Company. The effect of these purchases has been to substitute direct ownership of the properties by the Great Northern Railway Company in lieu of their control through their stocks formerly owned by that company.

The properties, etc., purchased had cost and were carried on the books of the selling companies at the following aggregate amounts:

Railways	$216,313,860.50
Equipment	19,490,678.63
Elevators at Superior, Wis	1,915,048.59
Real Estate not used for railway purposes	659,533.98
Bonds Owned	7,332,500.00
Stocks Owned	325,700.00
Total	$246,037,321.70

And they were taken up on the books of the Great Northern Company at the same amounts, except that "Cost of Railway" was reduced to the sum of $212,276,115.48; the deduction of $4,037,745.02 being the difference between the par value of the capital stock of the Seattle & Montana Railroad Co., Spokane Falls & Northern Railway Co. and Columbia & Red Mountain Railway Co. owned by the Great Northern Railway Co. and the actual cost of said stocks to the Great Northern Company at the times same were purchased.

The Great Northern Company has from time to time purchased equipment and real estate, and made other investments in railway property, and the cost of same has been included in the amount shown on the balance sheet in the last and previous annual reports as "Cost of Properties and Securities owned by the Great Northern Railway Co." In order that the Company's accounts might be properly stated when the porperties, etc., purchased as above described, were included therein, the following amounts, representing expenditures made to June 30, 1907, were transferred from "Cost of Properties and Securities owned by the Great Northern Railway Co." to:

Cost of Road	$1,293,393.59
Cost of Equipment	24,171,096.97
Cost of Elevators	237,660.48
Cost of Real Estate not used for railway purposes	1,172,661.70

The balance sheet published in the last annual report shows an account on the debit side immediately following the cost of the railway, etc., owned by the St. Paul, Minneapolis & Manitoba Railway Co., called:

"Cost of Additions and Improvements made by the Great Northern Railway Co. to Property leased from the St. P., M. & M. Ry. Co. and paid for from 'Fund for Permanent Improvements and Renewals' ..... $15,648,150.81"

The Great Northern having purchased and now owning the property formerly owned by the St. P., M. & M. Ry. Co., the amount above named has become a portion of the cost of its property, and in order that the total cost of the Great Northern's property may be clearly shown, regardless of the sources from which that cost was paid, the account mentioned has been closed out and there has been added to

Cost of Road	$15,225,552.84
Cost of Equipment	422,597.97

The amount which at any date has been expended on property accounts from the Permanent Improvement Fund will be indicated by the account "Cost of Additions and Betterments charged against Fund for Permanent Improvements and Renewals" appearing on the credit side of the balance sheet.

These explanations, together with the explanation given on pages 10 to 12 of charges to property accounts for capital expenditures made during the year, will show how the amounts of the several property accounts appearing on the balance sheet (page 34) submitted herewith, were arrived at.

GENERAL.

Expenditures were made during the year in completing or carrying on the construction of new lines, as follows, the names of the companies that began the construction and from which the lines were purchased being given:

Eastern Ry. Co. of Minnesota.	
Kelly Lake to Fermoy, Minn	$362,583.83
Sundry Spurs to Mines on Mesabi Iron Range	1,605.33
Minnesota & Great Northern Ry. Co	
Thief River Falls to Warroad, Minn	19,602.24

Dakota & Great Northern Ry. Co.	
Walhalla, N. D., to connection at International Boundary with line of Midland Ry. Co. of Manitoba to Morden, Man	52,701.50
Aneta to Devil's Lake, N. D.	768,218.55
Berthold to Crosby, N. D.	873,968.25
Sundry other lines acquired from D. & G. N. Ry. Co.	63,974.57
Montana & Great Northern Ry. Co.	
Sundry lines.....Credit	568.05
Billings & Northern R. R. Co.	
Armington to Laurel, Mont	4,306,300.99
Washington & Great Northern Ry. Co.	
International Boundary line near Molson, via Oroville, Wash., to International Boundary near Chopaka	616,634.60
Sundry other lines	57,984.60
St. Paul, Minneapolis & Manitoba Ry. Co.	
Sundry lines	315.37
Total	$7,123,321.78

And in closing the accounts for the year, this amount has been charged to "Cost of Road."

There was advanced during the year to controlled Canadian Companies for construction account:

Midland Ry. Co. of Manitoba	$1,252,392.28
Brandon, Saskatchewan & Hudson's Bay Ry. Co.	391,473.90
Crow's Nest Southern Ry. Co	1,453,535.07
Vancouver, Victoria & Eastern Ry. & Nav. Co	5,011,482.91
Total	$8,108,884.16

And towards the construction of the Spokane, Portland & Seattle Ry. (owned jointly by the Great Northern and Northern Pacific Railway Companies) $12,642,726.76

The total amounts advanced to the above named companies to June 30, 1908, including the cost of such of their Capital Stock as has been issued, are shown on page 5.

Charges aggregating $7,919,858.56 were made during the year to "Cost of Equipment" covering the new equipment purchased

and received, and which is described on pages 18 and 19. That account has been credited with $912,622.75, the original cost of the equipment taken out of service or dropped from the equipment list during the year, listed on page 20, and with $26,965.48 in adjustment of the equipment account with inventory; the total amount of $939,588.23 being charged to "Fund for Replacement of Equipment." The net increase in "Cost of Equipment" is $6,980,270.33, and of the total expenditure $7,007,235.81 is from new capital.

As stated on page 25, there was expended during the year for Additions and Betterments, $4,439,940.34. Of this amount $8,552.59 is the cost of work done on completed Canadian lines: the Nelson & Fort Sheppard, Red Mountain and New Westminister Southern Railways, and has been charged as advances to those companies. The remainder, $4,431,387.75, is the cost of work done on the lines owned by the Great Northern Railway Co., and the total amount has been charged to "Cost of Road" in order that the account may show the total actual cost of the property to date. Of this total of $4,431,387.75, $2,257,026.09, being the cost of actual additions to the property, has been paid from new capital; the balance of $2,174,361.66, representing the cost of improvements to existing property, has been paid from and charged against the "Fund for Permanent Improvements and Renewals," being credited to the account shown on the balance sheet, page 34, called "Cost of Additions and Betterments charged against 'Fund for Permanent Improvements and Renewals.'" As shown on page 30, $2,468,832.06, being the surplus income for the year, has been transferred to the "Fund for Permanent Improvements and Renewals"; and there has also been credited to that Fund $5,822,55, the net proceeds from sale of town lots and lands not forming a portion of the railway property.

There has been credited to "Cost of Elevators" $381,957.45, the original cost of Elevator "A" at Superior, Wis., destroyed by fire November 8, 1907. The difference between that amount and the insurance recovered has been charged against the "Elevator Sinking Fund."

GENERAL REMARKS.

Under the authority of what is generally known as the Hepburn Bill, the Interstate Commerce Commission promulgated as in effect on July 1, 1907, revised classifications of Revenue, Operating Expense, Construction and Equipment accounts to be followed by all interstate railway companies. This has made it necessary to present the results of this year's operation in different form than usual.

The purchase by and consolidation into the Great Northern of properties some of which were operated under lease, others through ownership of their capital stock, others by their own organizations while their annual returns have been shown in this company's reports, and the Spokane Falls & Northern Railway System, heretofore operated independently, and whose returns have not been included in the Great Northern's statistical tables, has further complicated the matter. In order that the present condition might be clearly understood, an unusual amount of detail has been above given, and so that a comparison might be made of the results of this year and last year, last year's returns for the System as now constituted, have been reworked on this year's basis as far as possible. With this explanation, the Board respectfully calls the attention of the shareholders to the reports of the President and the Comptroller, with balance sheet and statistical tables, and to the report of the Land Commissioner.

JAMES J. HILL,
Chairman.

REPORT OF PRESIDENT.

MR. JAMES J. HILL,
Chairman, Board of Directors.

Dear Sir: Herewith please find report for the fiscal year ended June 30, 1908:

REVENUES, OPERATING EXPENSES, VOLUME OF TRAFFIC, ETC.

The gross operating revenues for the year amounted to $54,429,632.71, a decrease compared with the previous year of $1,837,504.55, or 3.27 per cent. Revenue from transportation decreased $1,876,745.68, or 3.35 per cent. Freight revenue decreased $1,919,901.79, or 4.55 per cent.

While the financial disturbance and resulting depression in business dates from October, 1907, yet on account of the open winter and favorable weather as compared with the winter of 1906-07, the freight revenue did not fall below that of the previous year until February, 1908. To March 1, 1908, the freight revenue had increased $4,276,844.97; from March 1 to June 30, 1908, it decreased $6,196,746.76. While the decrease was general in all classes of traffic, it was particularly marked in iron ore traffic. There were handled between the opening of navigation on the Great Lakes and June 30, 1908, 2,111,460 net tons of iron ore less than during the corresponding period of 1907.

The number of tons of revenue freight hauled during the year decreased 2,655,168 tons, or 12.11 per cent; the number of tons hauled one mile decreased 262,926,527, or 4.84 per cent; the average distance each ton of freight was transported was 268 miles, an increase of 20.46 miles, or 8.27 per cent, and the average revenue per ton per mile increased 24/10000 of a cent, or 31/100 of one per cent. This slight increase in the average revenue per ton per mile was not due to advances in freight rates, but to the greater falling off in the volume of low class freight.

Passenger service train revenue increased $215,076.75, or 1.62 per cent over last year, of which $140,626.13 (an increase of 1.27 per cent) was in passenger revenue. The number of passengers carried increased 757,744, or 12.22 per cent; the number of passengers carried one mile increased 31,287,061, or 6.78 per cent; the average distance each passenger was transported decreased 3.62 miles, or 4.85 per cent; and the revenue per passenger per mile decreased 123/1000 of a cent, or 5.14 per cent, to 2.27 cents. Had the company received the same average revenue per passenger per

mile from the passengers transported this year as it received last year, its revenue from passenger traffic would have shown an increase of $608,169.84, instead of an increase of but $140,626.13. This is the direct result of the operation of the laws enacted by the Legislatures of several states reducing the maximum rates for the transportation of passengers, listed in last year's report, and the resultant necessary reductions in interstate passenger rates. The reduction of local fares in Minnesota from three to two cents per mile became effective May 1, 1907. On the basis of the new rates, the earnings during the year ended June 30, 1908, from transportation of local passengers in Minnesota were $794,591.00 less than they would have been had the rates in effect prior to May 1, 1907, still been in effect. And the proportion of revenue accruing for the transportation of interstate passengers in Minnesota during the year ended June 30, 1908, was $689,383.39 less than it would have been had the interstate rates in effect prior to May 1, 1907, been applied. It cannot be claimed that the additional travel resulting from this reduction in rates compensates for or offsets the reduction in revenue, for the total revenue accruing for transportation of all passengers, both local and interstate, in the State of Minnesota during the year ended June 30, 1908, was $279,510.40 less than during the previous fiscal year, and this amount might properly be increased by $151,452.62, the reduction in revenue caused by the application of the two-cent per mile basis during the months of May and June, 1907.

The total passenger revenue, both local and interstate, has decreased from last year in each one of the states that by legislative enactment reduced local fares below the three cents per mile basis. On the other hand, the total passenger revenue from all traffic, both local and interstate, in all but one of the states that did not reduce local passenger rates, shows an increase, due to increased travel. The one exception is Idaho, where there is but little local traffic and which in consequence, is more seriously affected by reductions in interstate rates made necessary by reductions in the local rates of other states; and in Idaho the decrease from last year was but $5,821.61.

Reference was made in last year's report to the action that had been brought against the Company by some of its stockholders to prevent the Company from adopting and putting into effect June 1, 1907, the maximum freight rates on grain, coal, lumber, live-stock, and other commodities named in an act of the Minnesota Legislature passed April 18, 1907. The action of the United States Circuit Court in granting a restraining order was reviewed by the United

States Supreme Court in *habeas corpus* proceedings and not only affirmed, but the penalty sections of the Minnesota law were held to be unconstitutional. A Master is now taking testimony bearing on the point raised by the complaining stockholders that the freight rates named in the legislative act and also the two cent per mile passenger rates were unreasonable and, in fact, confiscatory.

Operating expenses increased $522,551.48, or 1.47 per cent. The increase in Maintenance of Way and Structures was $1,320,399.43, or 15.16 per cent, due in part to the large expenditures made for the purpose of maintaining the property in first-class physical condition. The expenditures for Maintenance of Way and Structures were 27.74 per cent of the total amount expended during the year for Operating Expenses.

Heavy and continuous rains during portions of May and June, 1908, caused floods and serious washouts in Montana. Traffic was interrupted on the main line for 5 days, and suspended between Helena and Butte for 11 days, between Great Falls and Helena for 24 days, and between Virden and Great Falls for 34 days; besides interruptions between Great Falls and Havre and Great Falls and Neihart. The damage done to the Company's property by these floods and washouts is conservatively estimated at $780,000.00 and loss of revenue by suspension of traffic at $445,000.00.

NEW LINES.

Last year's report listed the new lines that had been opened for operation between July 1, 1907, and the date of issuing the report. Same are repeated here, and in addition there are listed the other lines that were completed during the year covered by this report:

September 10, 1907.	Kelly Lake to Fermoy, Minn., 23.40 miles,
	Aneta to Devils Lake, N. D., 57.72 miles,
October 5, 1907.	Oroville, Wash., to International Boundary, near Chopaka, 20.64 miles,
	International Boundary, near Chopaka, to Keremeos, B. C., 18.20 miles, being a portion of the line of the Vancouver, Victoria & Eastern Ry. & Nav. Co.,
November 1, 1907.	Berthold to Crosby, N. D., 89.16 miles,
December 16, 1907.	Walhalla, N. D., to International Boundary near Haskett, 5.34 miles,
	International Boundary, near Haskett, to Morden, Man., 15.25 miles, being a portion of the line of the Midland Ry. Co. of Manitoba.

The Crow's Nest Southern Ry. Co.'s extension from Fernie to Michel, B. C., 20.98 miles, was substantially completed May 1, 1908, but had not been formally opened for operation when seriously damaged by the Fernie fire of August 2, 1908.

Work on the Billings & Northern R. R. Co.'s line from Armington to a connection with the Northern Pacific and Burlington Companies at Laurel, Mont., has been continued during the year. The line from Armington to Judith Gap, Mont., 92.63 miles, was completed and limited service established June 26, 1908. Track laying on the line between Judith Gap and Laurel was completed August 31, 1908, and ballasting is now in progress. It is expected that the line will be opened for through train service by October 15, 1908.

During the year the Vancouver, Victoria & Eastern Railway and Navigation Co. has purchased under Governmental sanction, the line of the Vancouver, Westminster & Yukon Ry. Co., from New Westminister to Vancouver, B. C., 17.28 miles, with its equipment; the completed line of the Victoria Terminal Railway and Ferry Company from Cloverdale to Port Guichon, B. C., 14.81 miles, with its equipment; and the line under construction by the last named company from a point on the International Boundary line near Blaine, Wash., to Mud Bay, 11.32 miles, a point on the constructed line between Cloverdale and Port Guichon. The completed lines were taken over by the V. V. & E. Ry. & Nav. Co. as of July 1, 1907, and their earnings and expenses from that date are included in the tables presented in this report. The purchase of the completed portion of the V. W. & Y. Ry. gives the company large and valuable terminals in Vancouver, B. C., including dockage on Burrard Inlet.

The work of completing the line between Blaine and Mud Bay, purchased as above, and the line between Olivers and New Westminster, B. C., which was mentioned in last year's report as being under construction by the V. V. & E., has been continued during the year, 17.13 miles of track having been laid June 30, 1908; and it is expected that the line will be completed before this report is issued. Work on the line between Cloverdale and Abbottsford, B. C., also mentioned in last year's report, has been continued, 5.75 miles of track having been laid June 30, 1908, and this line should be completed about October 15, 1908. Grading of the extension from Keremeos to Princeton, B. C., 41 miles, is well along and should be completed next spring. This extension, when completed, will open up for development large coal fields and bodies of minerals.

In order to properly use the V. V. & E. Co.'s new line between the International Boundary and New Westminster, B. C., when com-

pleted, the Great Northern Company is building on a new location 2.96 miles of line between Blaine, Wash., and the Boundary.

For a number of years past, the Willmar & Sioux Falls Ry. Co. operated the line of the Sioux City & Western Ry. Co. from South Sioux City to O'Neill, Neb., 129.16 miles. The stock of the Sioux City & Western Ry. Co. was sold to the Burlington Company and that company took over the operation of the Sioux City & Western's line November 1, 1907.

There have been taken up during the year, the spur from Alton to Hague, N. D., 8.50 miles, and the line between Lucerne and Lake View, Mont., 11.86 miles. The last mentioned piece of track formed a portion of the old main line between Kalispell and Jennings, Mont., referred to at considerable length in the report for the year ended June 30, 1905.

EQUIPMENT.

It was stated in last year's report that of the equipment contracted for to June 30, 1907, there remained undelivered upon that date: 133 steam and 4 electric locomotives, 144 passenger-train cars, 7,500 freight-train cars, 1 Russell snow plow and 2 pile drivers. Contracts for 2,097 freight-train cars were cancelled, and 3 of the steam locomotives were transferred to the Chicago, Burlington & Quincy R. R. Co.

Contracts were placed during the year for: 1 compartment observation sleeping car, 3 100-ton wrecking cranes, 2 20-ton locomotive cranes and 2 rotary snow plows.

Of the total equipment above mentioned, the following had been received and taken to account June 30, 1908:

130 Steam locomotives, as follows:

15 Pacific type passenger locomotives, 22″ x 30″ cylinders, weighing 151,000 pounds on drivers,
4 Prairie type freight locomotives, 22″ x 30″ cylinders, weighing 151,000 pounds on drivers,
50 Consolidation freight locomotives, 20″ x 32″ cylinders, weighing 180,000 pounds on drivers,
24 Mallet type freight locomotives, 20″ and 31″ x 30″ cylinders, weighing 250,000 pounds on drivers,
17 Mallet type freight locomotives, 21½″ and 33″ x 32″ cylinders, weighing 316,000 pounds on drivers,
20 Six-wheel switching locomotives, 19″ x 26″ cylinders, weighing 135,000 pounds on drivers.

145 Passenger service cars, as follows:

1 Observation compartment sleeping car, 72 feet 8 inches long.
3 Sixteen section, first-class sleeping cars, 74 feet long,
12 Twelve section, first-class sleeping cars, 72 feet 6 inches long,
10 Fourteen section, tourist sleeping cars, 60 feet long,
4 Dining cars, 70 feet long,

30 First-class coaches, 72 feet 6 inches long,
5 Smoking cars, 60 feet long.
25 Baggage cars, 65 feet 9 inches long,
15 Baggage, mail and express cars, 70 feet 8⅝ inches long,
10 Postal cars, 60 feet 9⅝ inches long,
30 Express refrigerator cars, 44 feet long, 40,000 pounds capacity.

4,703 Freight service cars, as follows:

2,500 Drop-bottom box cars, 80,000 pounds capacity, 40 feet long,
1,500 Plain box cars, 80,000 pounds capacity, 40 feet long,
500 Drop-bottom gondola cars, 100,000 pounds capacity, 41 feet long.
203 Sand cars, 80,000 pounds capacity.

10 Work service cars, as follows:

2 Pile drivers,
2 12-feet cut rotary snow plows,
1 Russell right-hand double track snow plow,
3 Wrecking cranes, 100 tons capacity,
2 Steam locomotive cranes, 20 tons capacity.

All of this equipment is furnished with air brakes and automatic couplers.

There remained undelivered June 30, 1908: 4 electric locomotives, 200 flat cars, and 500 gondola cars; the freight cars have been received since the close of the fiscal year.

There were built at the Company's shops during the year:

200 Caboose cars; 100 four-wheel and 100 eight-wheel,
42 Boarding cars,
1 Car for Lidgerwood unloader,
1 Water car.

The cost of the new equipment received under contracts or built at the Company's shops during the year was $7,919,858.56, and that amount has been charged to "Cost of Equipment."

Through purchase of the completed lines of the Vancouver, Westminster & Yukon Ry, and Victoria Terminal Ry. and Ferry Co., before referred to, the Vancouver, Victoria & Eastern Ry. and Nav. Co. acquired 3 locomotives, 3 first-class passenger coaches, 1 combination passenger and baggage car, and 15 33-feet, 40,000 pounds capacity flat cars, and same, with the 250 steel, 100,000 pounds capacity, ore cars owned by the V. V. & E. Co., are included in the equipment on hand June 30, 1908, as listed on page 50.

To the equipment on hand June 30, 1907, as shown on page 50, has been added that acquired with the Spokane Falls & Northern Ry. System, and from it has been deducted the equipment of the Sioux City & Western Ry. Co., which, with that company's line of railway, was turned over to the C. B. & Q. R. R. Co. November 1, 1907, as hereinbefore mentioned. These changes have resulted in:

Net additions:

5 Locomotives.
8 Passenger coaches.
2 Baggage cars.
2 Baggage, mail and express cars.
4 Refrigerator cars.
5 Stock cars.
83 Flat cars.
24 Ore cars (wood).
4 Caboose cars.
2 Boarding cars.
2 Tool cars.
1 Flanger.
1 Derrick car.
1 Rotary snow plow.

Net deductions:

2 Passenger and baggage cars.
152 Box cars.

The following equipment has been written from the Equipment List during the year:

5 First-class sleeping cars.
3 Tourist sleeping cars.
1 Dining car.
7 First-class passenger coaches.
2 Passenger and baggage cars.
7 Baggage, mail and express cars.
588 Box cars.
8 Refrigerator cars.
67 Furniture cars.
142 Stock cars.
282 Flat and coal cars.
39 Sand cars.
60 Ore cars (9 steel, 51 wood).
84 Caboose cars.
20 Ballast cars.
3 Cinder cars.
4 Boarding cars.
5 Derrick and tool cars.
4 Snow dozers.
5 Water cars.
3 Supply cars.
1 Poling car.
1 Flanger.
1 Painters' car.
1 Ditching car.
33 Dump cars.

This list includes, in addition to equipment sold or taken out of service during the year, equipment belonging to the St. P. M. & M. Ry. Co. that had been taken out of service in previous years, and which, under the terms of the lease, the Great Northern Company was responsible for and required to replace. The purchase of the property of the St. P. M. & M. Ry. Co. has cancelled this obligation, and the original cost of the equipment, $912,622.75, has been credited to "Cost of Equipment," being charged against the "Fund for Replacement of Equipment," which has been credited with the cost of the equipment from time to time as it was withdrawn from service, and as explained in previous reports. The equipment listed on page 42, as on hand June 30, 1908, was actually on hand on that date.

There have been some changes in the classification of cars during the year.

It has been the practice of the Company during recent years, to charge against its Revenue and credit to the Equipment Replacement Fund each year, an amount representing the depreciation on equipment caused by its use during that year. This, on the principle that each year's revenues should bear the entire cost. The revised Classification of Operating Expenses prepared by the Interstate Commerce Commission and effective July 1, 1907, requires

these depreciation charges to be made as an operating expense, which will explain why the item does not appear as a separate one this year in the Revenue Account on pages 27 and 28.

ADDITIONS AND BETTERMENTS.

The following work was completed during the year, some of it being mentioned in last year's report as in progress at the end of that year:

New Terminal yards and buildings at Casselton, N. D., and Devils Lake, N. D., including a 38-stall brick round house at the latter point.

Terminal buildings at Kelly Lake, Minn., consisting of a 6-stall brick engine house, power house, storehouse, oil house, scrap bins, cinder conveyors, water tank, and a 30-pocket coaling station in place of a 20-pocket station.

New terminal freight yard on the Bay Front at Superior, Wis., being a portion of the proposed new and additional line from South Superior along the Bay Front and connecting on Connor's Point, Superior, with the Interstate Bridge to Duluth, controlled by this Company.

Ocean dock, 196 by 810 feet, with grain warehouse and elevator 144 by 792 feet, and the necessary tracks at Everett, Wash., and a detention house 60 by 90 feet on the Smith's Cove Docks, Seattle, Wash.

The passenger terminals at Seattle, Wash., owned jointly with the Northern Pacific Ry. Co., have been enlarged by building a commissary building 31 by 144 feet, power house with plant for heating the union passenger station, storehouse, scrap bins, car cleaners' and repairers' building with the necessary racks and sheds, and a section house.

Continuing the improvement of the line along Puget Sound, 4,855 lineal feet of sea wall was completed between Everett and Ballard, Wash., and 6.22 miles of second track laid between Metum and Richmond Beach, Wash.

The second main track between Devils Lake and Church's Ferry N. D., 19.09 miles, was completed, the grade on the original track between those stations being reduced from a six-tenths of one per cent to four-tenths west-bound, and one-quarter of one per cent east-bound.

In connection with enlarging and remodeling the terminal yards at Grand Forks, N. D., 2.43 miles of second main track were built.

The Duluth, Superior & Western Terminal Co., whose line between Saunders and Allouez, Wis., is leased by the Great Northern,

has laid 2.39 miles of additional second main track between those points.

The main line between St. Paul and Minneapolis, Minn., has been equipped with an electric block signal system and four additional and one enlarged interlocking plants. Block signal system, with three additional and three enlarged interlockers, has been installed between Brookston, Minn., and Allouez, Wis., and also between Grand Forks Junction and Larimore, N. D., with interlockers at both points. Interlockers have also been built at four other stations, crossing gates protecting highway crossings put in at Minot, N. D., and Butte, Mont., and highway crossing bells at two stations.

A 496-feet extension to the snow shed has been built at Browning, Mont., and 1,914 lineal feet of additional snow sheds between Wellington and Scenic, Wash.

Several minor changes in the location of lines have been made to improve the alignment, provide better locations for permanent bridges, new yards, etc., as follows:

Essex, Mont.	4,322 feet
Bridge No. 432, Cascade Div.	1,162 "
Bridge No. 396, Cascade Div.	1,075 "
Total	6,559 feet

A masonry retaining wall was built at Cascade Div. Bridge No. 396.

Work has been continued on the change of line at Albany Falls, Idaho, mentioned in last year's report. The new line will be 3.08 miles in length as against 3.57 miles by the present line, and there will be a new steel bridge 1,095 feet in length over the Pend d'Oreille River.

To furnish better living accommodations for the Company's employes, there have been built: at Kelly Lake, Minn., 4 four-room cottages; at Cutbank, Mont., a 16-room dormitory; at Essex, Mont., a boarding house; and at Whitefish, Mont., a 20-room dormitory and 12 four-room cottages.

There have also been built, 7 frame station buildings (6 replacing other structures), 37 portable stations, 1 freight warehouse, 3 freight sheds, 3 freight transfer platforms, 1 shelter shed, 2 temporary ice houses, 2 storehouses, 1 oil house, 5 yard offices 6 stock yards, 15 section houses, 21 bunk houses for laborers, 7 frame round houses of from two to five stalls each (2 in replacement), 1 12-pocket coaling station, 2 coaling platforms, 5 large reservoirs for locomotive water supply, with water tanks and power plants; 3 loading,

1 machinery and 6 mail platforms, 26 mail cranes, 20 train order signals, 3 70-feet cinder pits (1 in replacement), and 2 50-feet and 1 30-feet cinder pits. Also a stock feeding yard of 48 pens, 24 of which are shedded, with hay barn 40 by 200 feet, and water supply at Devils Lake, N. D., and an express building 32 by 100 feet and service building 16 by 104 feet at Grand Forks, N. D.

Extensions or enlargements have been made to 3 frame station buildings, 2 freight sheds, 2 freight transfer sheds and 1 ice house. Improvements, such as cinder or cement walks, new platforms, fire protection and water supply, have been made at 42 station buildings; and water supply, chutes, inclines, partitions, etc., in the stock yards at 7 stations. One 20-pocket coaling station has been replaced with a 30-pocket station, 1 5-pocket station with a 10-pocket station, and one coaling station has been replaced with a 400-ton coal dock. More powerful hoist, better fire protection, etc., have been provided at six coaling stations.

Three 60-feet 100 tons capacity and one 50-feet 80 tons capacity track scales have been put in, replacing scales of smaller size and capacity, and masonry foundations have been provided for two track scales.

Round houses have been enlarged as follows: Minot, N. D., 16 additional stalls and power house; Williston, N. D., 10 additional stalls and power house; Leavenworth, Wash., 4 additional stalls; and power houses at Redland, Minn., Willmar, Minn. and Havre, Mont. In order to accommodate new locomotives, the stalls of round houses at 12 train terminals have been lengthened. New wash-out plants, boilers and lighting systems have been installed at 5 round houses and shops.

Nine 80-feet steel turntables have been put in, replacing shorter ones; tractors for turning tables have been installed at 11 points, 7 being electric and 4 air. One 66-feet steel turntable has been put in as an addition and one 50-feet table replaced by 60-feet turntable.

Forty-four water supply stations have been improved by substitution of more powerful pumping plants, new wells, pipe lines, etc.

In addition to tracks and yards mentioned above, many other yard and passing tracks have been laid or extended, the net increase in side track mileage during the year, not including tracks on new lines under construction, purchased, or opened for operation during the year, was:

Lines Owned by Great Northern Ry. Co.	75.98 miles
Line Leased from Duluth, Superior & Western Terminal Co.	6.14 "
Carried forward	82.12 miles

Brought forward	82.12 miles
Lines Owned by Controlled Canadian Companies: Brandon, Saskatchewan & Hudson's Bay Ry. Co.	.43 "
Crow's Nest Southern Ry. Co.	1.67 "
Nelson & Fort Sheppard Ry. Co.	.30 "
Vancouver, Victoria & Eastern Ry. and Nav. Co.	1.16 "
	85.68 miles
Less—New Westminster Southern Ry. Co.	.14 "
Net additional side-track mileage on old lines	85.54 miles

Main tracks have been relaid during the year: 122.63 miles with 90-pound rail, 239.20 miles with 85-pound rail, .84 mile with 77½-pound rail, and 26.68 miles with 68-pound rail; total 389.35 miles.

Embankments have been widened on 831.87 miles of road, restored to grade on 19.95 miles, tracks ballasted with gravel on 174.58 miles, reballasted, including additional lift, on 305.01 miles, and ballast restored on 616.28 miles. About 2,500,000 tie plates were placed in track during the year.

Not including fences on new lines, 103.74 miles of right-of-way fences have been built during the year.

In the replacement of wooden and iron bridges and trestles with steel, or filling them with solid embankments, the work done during the year was:

Length of steel bridges built in replacement	3,672 lin. ft.
Length of steel overhead highway bridges	1,148 " "
Total	4,820 lin. ft.
Length of bridges filled on old lines	12,287 lin. ft.
Length of bridges removed account removal of Alton spur and line between Lucerne and Lakeview, Mont	3,038 " "
Total length of bridges taken out	15,325 lin. ft.

To provide water ways for bridges filled as above, there were built 19 stone and concrete box culverts, 2 concrete arch culverts, 47 pipe culverts and 1 cedar box culvert. Eight concrete culverts were put in replacing pipe and timber culverts, and 292 pipe culverts in replacement of wooden box culverts.

The following is the approximate yardage of material moved during the year in changes of line, reduction of grades, widening and raising banks, bridge filling, ballasting, etc.:

In Changes of line and reduction of grades	1,222,820 cu. yds.
Widening, raising and restoring banks	805,839 " "
Filling bridges	215,832 " "
Filling tide lands at Vancouver, B. C.	81,000 " "
Ballasting (gravel)	1,238,504 " "
Total	3,563,995 cu. yds.
There were also placed on old lines:	
Masonry	50,498 cu. yds.
Concrete	17,106 " "
Riprap	65,883 " "
Total	133,487 cu. yds.

Following the plan of previous years, only such amounts as represented cost of actual additions to or betterments of the property have been charged to "Additions and Betterments." The following is a statement by accounts of the amounts so charged:

Accounts	Additions	Betterments	Total
Right of way	$209,893.69	.....	$209,893.69
Real estate	215,183.94	.....	215,183.94
Bridges and culverts	107,474.36	$249,061.73	356,536.09
Masonry	7,323.47	358,159.89	365,483.36
Cribbing and bulkheading	55.51	6,462.63	6,518.14
Roadway and track	40,388.43	393,849.31	434,237.74
Increased weight of rails	.....	358,645.11	358,645.11
Sidings and spur tracks	1,029,110.23	.....	1,029,110.23
Fences	19,920.86	.....	19,920.86
Telegraph	28,996.83	5,762.96	34,759.79
General office building	.....	747.85	747.85
Transportation department buildings	270,821.54	25,571.31	296,392.85
Road department buildings	9,354.42	.....	9,354.42
Round houses and shops	*76,659.66*	434,475.01	357,815.35
Shop tools and machinery	95,414.45	*7.21*	95,407.24
Fuel and water stations	103,223.18	186,792.47	290,015.65
Grain elevators, coal bunkers and stock yards	24,370.90	.....	24,370.90
Miscellaneous buildings	80,580.94	5,181.45	85,762.39
Docks, wharves and landings	99,900.42	4,756.41	104,656.83
Snow fences and snow sheds	.....	145,127.91	145,127.91
Total	$2,265,353.51	$2,174,586.83	$4,439,940.34

One of the most important pieces of work now in progress is the installation of the plant for handling trains through the Cascade tunnel by electricity. There is being built near Leavenworth, Wash., a low concrete dam in the Wenatchee River, with 11,000 lineal feet of 8 ft. 6 in. wood and 1,000 feet of steel flume, power house with the necessary hydraulic and electric machinery, transmission line and transformer station, etc. It is expected that the plant will be completed and in operation before winter.

The Company's road-bed, tracks, locomotives, passenger and freight equipment have been greatly improved and fully maintained, and the property in its entirety is in better condition than at any previous time in its history.

Respectfully submitted,

L. W. HILL,

President.

COMPTROLLER'S REPORT.

MR. JAMES J. HILL,

Chairman Board of Directors.

Dear Sir:

Herewith I beg to submit statements showing result of operating The Great Northern Railway Company and its controlled companies for fiscal year ended June 30, 1908.

These statements are made in somewhat different form from those which have been presented in previous reports, due to the purchase by and consolidation into the Great Northern Company of properties heretofore operated independently, and due to the change in the form and method of keeping accounts prescribed by the Interstate Commerce Commission, effective July 1, 1907.

The statements submitted this year show the results from operation of the rail lines in the system, whether operated as the Great Northern Railway or independently. For the purpose of comparisons, the 1907 figures for the system as now constituted have, as well as possible, been recast upon the 1908 basis.

The balance sheet on page 34 is a consolidation of the general balance sheets of The Great Northern Railway Company, and of those companies for which separate accounts are kept; namely, Iowa & Great Northern Ry. Co., Minneapolis Western Ry. Co., and Duluth Terminal Ry. Co., and presents a complete statement of the property, capitalization, etc., of the railway system.

Respectfully submitted,

J. G. DREW,

Comptroller.

REVENUE ACCOUNT

Revenues, Operating Expenses, Etc., for the Fiscal Year Ended June 30, 1908, of the Lines Operated as Great Northern Railway Company and those Independently Operated: Iowa & Great Northern Railway Company and Minneapolis Western Railway Company.

REVENUES

Per Cent of Total	1908	Revenue From Transportation	1907	Per Cent of Total
74.0615	$40,311,420.14	Freight	$42,231,321.93	75.0550
20.5578	11,189,553.26	Passenger	11,048,927.13	19.6366
.2522	137,294.67	Excess baggage	128,721.26	.2288
2.5518	1,388,926.28	Mail	1,354,083.91	2.4065
1.4169	771,188.92	Express	741,115.17	1.3171
.0018	961.09	Other passenger train revenue		
.6630	360,880.07	Switching	584,658.53	1.0391
.0347	18,869.97	Special service trains		
.0606	32,977.85	Miscellaneous transportation revenue		
99.6003	$54,212,072.25	Total revenue from Transportation	$56,088,827.93	99.6831

Per Cent of Total	1908	Revenue from Operations Other Than transportation	1907	Per Cent of Total
.0385	$20,967.38	Station and train privileges	$17,250.73	.0307
.0220	11,946.15	Parcel room receipts	10,686.30	.0190
.0635	34,546.54	Storage—freight and baggage	28,323.63	.0503
.1225	66,697.19	Car service	52,726.50	.0937
.0120	6,553.66	Telegraph service	3,275.29	.0058
.0429	23,327.86	Rents of buildings and other property	8,359.05	.0149
.0983	53,521.68	Miscellaneous	57,687.83	.1025
.3997	$217,560.46	Total	$178,309.33	.3169
100.0000	$54,429,632.71	Gross operating revenues	$56,267,137.26	100.0000

REVENUE ACCOUNT—Continued.

OPERATING EXPENSES.

Per Cent of Total	1908	Class	1907	Per Cent of Total
27.7417	$10,030,877.40	Maintenance of way and structures	$8,710,477.97	24.4433
21.8966	7,917,388.61	Maintenance of equipment	8,545,020.50	23.9789
2.0226	731,337.10	Traffic Expenses	692,814.56	1.9442
46.2234	16,713,473.40	Expenses	16,747,574.02	46.9969
2.1157	764,979.12	General expenses	939,617.10	2.6367
100.0000	$36,158,055.63	Total operating expenses	$35,635,504.15	100.0000

1908	Per Mile of Road Operated	1907
$8,221.29	Revenue from transportation	$8,815.42
32.99	Revenue from operations other than transportation	28.02
$8,254.28	Gross operating revenues	$8,843.44
5,483.39	Operating expenses	5,600.79
$2,770.89	Net operating revenue	$3,242.65
50.61	Net revenue from outside operations	37.06
$2,821.50	Total net revenue	$3,279.71
347.00	Taxes accrued	333.31
$2,474.50	Operating income	$2,946.40
6,594.11	Average miles of road under operation	6,362.58
	Operating expenses, per cent of:	
66.70	Total revenue from transportation	63.53
66.43	Gross operating revenues	63.33
	Operating expenses and taxes, per cent of:	
70.20	Gross operating revenue plus net revenue from outside operations	66.82

INCOME ACCOUNT

Fiscal Year Ended June 30, 1908.

Lines Operated as Great Northern Railway Company and those Independently Operated: Iowa & Great Northern Railway Company and Minneapolis Western Railway Company.

OPERATING INCOME:		
RAIL OPERATIONS:		
Operating revenues	$54,429,632.71	
Operating expenses	36,158,055.63	
Net operating revenue		$18,271,577.08
OUTSIDE OPERATIONS:		
Net revenues from:		
Sleeping and parlor cars	$316,967.77	
Dining cars, *loss*	*10.65*	
Eating houses and restaurants	16,786.81	
Net revenue from outside operations		$333,743.93
Total net revenue		$18,605,321.01
Taxes accrued		2,288,179.24
Operating income		$16,317,141.77
OTHER INCOME:		
Rents received	$512,293.00	
Hire of equipment—balance	379,206.72	
Dividends on stocks owned	57,524.22	
Interest on bonds owned	114,935.00	
General interest	2,173,122.10	
Profit on securities sold	592,168.63	
Miscellaneous income	18,085.13	
Total other income		$3,847,334.86
Gross corporate income (carried forward).		$20,164,476.63

Gross corporate income (brought forward).		$20,164,476.63
DEDUCTIONS FROM GROSS CORPORATE INCOME:		
RENTALS PAID:		
To St. P., M. & M. Ry. Co. under lease, July 1 to October 31, 1907, inclusive:		
Accrued interest on bonds	*$1,171,245.85	
Accrued dividends on St. P., M. & M. Ry. stock not owned by G. N. Ry. Co	6,700.00	
Maintenance of St. P., M. & M. Ry. Co.'s organization	2,042.04	
Total	$1,179,987.89	
Other rentals	167,448.09	
Total rentals paid	$1,347,435.98	
BOND INTEREST ACCRUED:	*3,670,865.08	
Deficit under guarantee of interest on Kootenay Ry. & Nav. Co.'s debenture stock	155,861.59	
Total deductions from gross corporate income		$5,174,162.65
Net corporate income		$14,990,313.98
AGAINST WHICH HAS BEEN CHARGED:		
Interest accrued on payments made on subscriptions for $60,000,000.00 additional capital stock	$2,038,427.17	
Dividends on Great Northern Ry. stock:		
Aug. 1, 1907, 1¾% on $149,577,300.00	2,617,606.25	
Nov. 1, 1907, 1¾% on 149,582,500.00	2,617,693.75	
Feb. 1, 1908, 1¾% on 149,915,200.00	2,623,516.00	
May 1, 1908, 1¾% on 149,956,500.00	2,624,238.75	
Total on account of stock		12,521,481.92
Balance, transferred to "Fund for permanent improvements and renewals"		$2,468,832.06

*NOTE.—Interest accrued to Nov. 1, 1907, on St. P., M. & M. Ry. Co.'s bonds as rental under lease $1,171,245.85
Bond interest accrued 3,670,865.08
Total $4,842,110.93—amount shown by "Bond Statement" on page 36

STATISTICS OF FREIGHT AND PASSENGER TRAFFIC ON SYSTEM.

For the Year Ended June 30, 1908, Compared with the Previous Year.

Description	1908	1907	Increase	
			Amount	Per Cent
FREIGHT TRAFFIC:				
			Decrease	
Freight train miles	9,320,953	9,408,020	87,067	.9255
			Increase	
Mixed train miles	822,374	664,941	157,433	23.6762
Total	10,143,327	10,072,961	70,366	.6986
Mileage of locomotives employed in "helping" freight and mixed trains	335,248	335,208	40	.0119
			Decrease	
Percentage of "helping" to revenue train mileage	3.3051	3.3278	.0568	.....
Loaded freight car miles	252,017,528	265,351,215	13,333,687	5.0249
Empty freight car miles	76,430,927	76,814,072	383,145	.4988
Caboose car miles	9,507,974	9,816,701	308,727	3.1449
Total	337,956,429	351,981,988	14,025,559	3.9847
Tons of freight carried—				
Revenue	19,268,175	21,923,343	2,655,168	12.1111
			Increase	
Company	3,358,130	3,276,768	81,362	2.4830
			Decrease	
Total	22,626,305	25,200,111	2,573,806	10.2135
			Decrease	
Tons of revenue freight carried one mile	5,164,024,158	5,426,950,685	262,926,527	4.8448
Total tons carried one mile (revenue and company freight)	5,994,781,747	6,173,944,424	179,162,677	2.9019
Freight revenue	$40,311,420.14	$42,231,321.93	$1,919,901.79	4.5461
AVERAGES				
All freight cars per train mile	33.32	34.94	1.62	4.6365
Tons revenue freight per train mile	509.106	538.764	29.658	5.5048
			Increase	
Tons revenue freight per loaded car mile	20.491	20.452	.039	.1907

STATISTICS OF FREIGHT AND PASSENGER TRAFFIC

ON SYSTEM—Continued.

Description	1908	1907	Increase	
			Amount	Per Cent
FREIGHT TRAFFIC Continued				
AVERAGES				
Tons revenue freight carried one mile per mile of road	783,127	852,948	*Decrease* 69,821	8.1858
Distance haul of one ton—miles	268.00	247.54	*Increase* 20.46	8.2653
Freight revenue per train mile	$3.97	$4.19	*Decrease* $0.22	5.2506
Freight revenue per mile of road	$6,113.25	$6,637.45	$524.20	7.8976
Revenue per ton per mile, cents	.7806	.7782	*Increase* .0024	.3084
PASSENGER TRAFFIC				
Passenger train miles	8,197,232	8,349,007	*Decrease* 151,775	1.8179
Mixed train miles	822,374	664,941	*Increase* 157,433	23.6762
Total	9,019,606	9,013,948	5,658	.0628
Mileage of locomotives employed in "helping" passenger trains	80,855	92,339	*Decrease* 11,484	12.4368
Percentage of "helping" to revenue train mileage	0.9864	1.1060	7.5665	.....
Passengers carried	6,956,966	6,199,222	*Increase* 757,744	12.2232
Passengers carried one mile	493,009,745	461,722,684	31,287,061	6.7762
Passenger revenue	$11,189,553.26	$11,048,927.13	$140,626.13	1.2728
Passenger service train revenue	$13,487,924.22	$13,272,847.47	$215,076.75	1.6204
AVERAGES				
Passengers carried one mile per mile of road	74,765	72,568	2,197	3.0275
Distance carried, miles	70.866	74.481	*Decrease* 3.615	4.8536
Revenue per passenger per mile, cents	2.270	2.393	.123	5.1400
Passenger service train revenue per mile of road	$2,045.45	$2,086.08	$40.63	1.9477
Passenger service train revenue per train mile	1.495	1.472	*Increase* .023	1.5625

STATISTICS OF FREIGHT AND PASSENGER TRAFFIC ON

SYSTEM—Continued.

Description	1908	1907	Increase	
			Amount	Per Cent
TOTAL TRAFFIC				
			Decrease	
Revenue train miles	18,340,559	18,421,968	81,409	.4419
Revenue from transporta'n	$54,212,072.25	$56,088,827.93	$1,876,755.68	3.3460
			Increase	
Operating expenses	36,158,055.63	35,635,504.15	522,551.48	1.4664
Net revenue from transportation	18,054,016.62	20,453,323.78	*Decrease* 2,399,307.16	11.7306
Revenue other than transportation	217,560.46	178,309.33	*Increase* 39,251.13	22.0129
			Decrease	
Net operating revenue	18,271,577.08	20,631,633.11	2,360,056.03	11.4390
AVERAGES				
Revenue from transportation per train mile	2.956	3.045	.089	2.9228
			Increase	
Operating expenses per train mile	1.972	1.935	.037	1.9121
Net revenue from transportation per train mile	.984	1.110	*Decrease* .126	11.3514
Revenue other than transportation per train mile	.012	.010	*Increase* .002	20.0000
Net operating revenue per train mile	.996	1.120	*Decrease* .124	11.0714

CHARTS TOO LARGE FOR FILMING

SINKING FUND

St. Paul, Minneapolis & Manitoba Railway Company's Consolidated Mortgage Bonds, Fiscal Year Ended June 30, 1908.

Credits

From Land Department, as per Land Commissioner's report on page 44		$167,790.62
Revenue Todd County lands		123.00
Total credits		$167,913.62

Debits

Repayment of amount advanced to the sinking fund during the year ended June 30, 1907, as per page 42, last year's report	$30,657.55	

Bonds purchased by Trustee and cancelled:

Amount		Price	Cost		
$15,000		100.166	$15,025.00		
2,000		101.834	2,036.67		
6,000		104.400	6,264.00		
1,000		104.617	1,046.17		
2,000		104.783	2,095.67		
30,000		104.873	31,461.80		
5,000		104.922	5,246.12		
5,000		105.000	5,250.00		
5,000		105.003	5,250.15		
4,000		105.060	4,202.40		
1,000		105.183	1,051.83		
10,000		105.243	10,524.33		
4,000		105.263	4,210.53		
2,000		105.533	2,110.67		
$92,000	Totals			95,775.34	126,432.89
Balance, applicable for redemption of bonds					$41,480.73

Of the Bonds purchased by the Trustee and retired during the year, $14,000.00 were retired prior to November 1, 1907, and $78,000.00 subsequent to that date. The Great Northern Ry. Co. purchased and took possession of the St. Paul, Minneapolis & Manitoba Ry. Co.'s property November 1, 1907.

Statement of Bonds and Stock outstanding in the Hands of the Public, for which the Great Northern Railway Company is Responsible, Directly or under Guaranty.

In Hands of Public July 1, 1907	Bonds	Due.	In Hands of Public July, 1 1908	Annual Charges Paid 1907-1908
	ASSUMED BY GREAT NORTHERN RAILWAY CO.			
	St. P., M. & M. Ry. Co.:			
$6,253,000.00	Second mortgage, 6%...	1909	$5,660,000.00	$365,734.49
4,833,000.00	Dakota extension, 6%..	1910	4,222,000.00	280,172.33
13,344,000.00	Consolidated Mtge., 6%.	1933	13,344,000.00	800,640.00
19,250,000.00	Consolidated Mtge., 4½ %.....	1933	20,362,000.00	877,581.00
10,185,000.00	Mont. extension, 4%....	1937	10,185,000.00	407,400.00
19,393,939.39	Pacific extension, 4%...	1940	19,393,939.39	775,757.56
	EASTERN RY. CO. OF MINN.			
4,700,000.00	First Div., first Mortgage 5% (matured).....	1908	73,000.00	176,250.00
5,000,000.00	Northern Division, first Mortgage, 4%.....	1948	7,562,000.00	217,085.55
	MONT. CENTRAL RY. CO.:			
6,000,000.00	First Mortgage, 6%.....	1937	6,000,000.00	360,000.00
4,000,000.00	First Mortgage, 5%.....	1937	4,000,000.00	200,000.00
	WILLMAR & SIOUX FALLS RY. CO.:			
3,625,000.00	First Mortgage, 5%.....	1938	3,625,000.00	181,250.00
	MINNEAPOLIS UNION RY. CO.:			
2,150,000.00	First Mortgage, 6%.....	1922	2,150,000.00	129,000.00
650,000.00	First Mortgage, 5%.....	1922	650,000.00	32,500.00
	SPOKANE FALLS & NORTHERN RY. CO.:			
232,000.00	First Mortgage, 6%.....	1939	229,000.00	13,740.00
	Total amount of bonds assumed by Great Northern Ry. Co....		$97,455,939.39	$4,817,110.93
	PRINCIPAL AND INTEREST GUARANTEED BY GREAT NORTHERN RAILWAY COMPANY.			
	MPLS. WESTERN RY. CO.:			
500,000.00	First Mortgage, 5%,....	1911	500,000.00	25,000.00
$100,115,939.39	Total bonds on railway property outstanding in hands of public.		$97,955,939.39	$4,842,110.93
	STOCK			
149,577,500.00	Issued by Great Northern Ry. Co		209,962,750.00	*12,521,481.92
$249,693,439.39	Total bonds and stocks.....		$307,918,689.39	$17,363,592.85

*This amount is the aggregate of dividends declared and paid during the year on the Capital Stock issued and outstanding, and of the interest accrued during the year to May 1, 1908, on payments made on subscriptions to the $60,000,000.00 of additional Capital Stock issued as of May 1, 1908.

In addition to the bonds above listed, the Great Northern and Northern Pacific Companies have issued their joint C. B. & Q. collateral 4 per cent bonds to the amount of $215,226,000.00, secured by deposit with the Standard Trust Co. of New York as Trustee, of 1,076,130 shares of the Capital Stock of the Chicago, Burlington & Quincy Railroad Company.

Total bonds and stock, as above	$307,918,689.39
Mileage of tracks in system, including second, third, fourth, fifth and sixth tracks, as shown on page 41, covered by above capitalization	6,837.81
Stock and bonds per mile of main track	$45,031.77
Mileage of main tracks covered by bonds in the hands of the public	4,961.34
Bonded debt outstanding in the hands of the public per mile of main track covered thereby	$19,743.85

TRACK STATEMENT

GREAT NORTHERN RAILWAY AND PROPRIETARY COMPANIES

	Miles	Main Track Miles	Total Miles
OWNED BY GREAT NORTHERN RY. CO.:			
First main track	.....	6,231.97	6,231.97
Second track	127.50	.....	.....
Third track	9.28	.....	.....
Fourth, fifth and sixth tracks	13.05	.....	149.83
Sidings, spurs and yard tracks		.....	1,536.44
*Total miles of tracks owned		6,231.97	7,918.24
	Side Track Miles		
Less LEASED TO OTHER COMPANIES:			
Iowa & Great Northern Ry. Co	12.19	76.58	88.77
Swan River Logging Co., Ltd	1.61	16.24	17.85
Lake Whatcom Logging Co	1.10	11.38	12.48
Total miles of track leased to other companies	14.90	104.20	119.10
Operated by Great Northern Ry. Co	.....	6,127.77	7,799.14
OWNED BY CONTROLLED COMPANIES:			
Duluth Terminal Ry. (in Duluth, Minn.)	3.84	1.82	5.66
Midland Ry. Co. of Manitoba	8.88	92.26	101.14
Brandon, Saskatchewan & Hudson's Bay Ry. Co.	7.16	69.45	76.61
Crow's Nest Southern Ry. Co	12.97	74.18	87.15
Nelson & Fort Sheppard Ry. Co	3.50	55.42	58.92
Red Mountain Ry. Co	3.99	9.59	13.58
New Westminster Southern Ry. Co	1.54	24.10	25.64
Vancouver, Victoria & Eastern Ry. & Nav. Co.	24.20	126.22	150.42
LEASED FROM			
Duluth, Superior & Western Terminal Co.	30.59	5.28	39.61
Second track	3.74		
TRACKAGE RIGHTS:			
Northern Pacific Ry.:			
South Superior, Wis., to Duluth, Minn	.....	5.48	5.48
Tilden Junction to Red Lake Falls, Minn	.....	10.57	10.57
Casselton to Fargo, N. D	.....	19.06	19.06
At Helena, Mont	.....	2.55	2.55
Lowell to Delta, Wash	.....	2.75	2.75
Duluth, Missabe & Northern Ry.:			
At Hibbing, Minn	.....	1.70	1.70
Canadian Pacific Ry.:			
Troupe Junction to Nelson, B. C	.....	5.42	5.42
Province of British Columbia:			
Bridge over Fraser River, New Westminster, B. C	.....	1.48	1.48
Tracks of Union Depot Companies:			
St. Paul, Minn	.....	.55	.55
Superior, Wis	.....	.70	.70
Duluth, Minn	.....	.19	.19
*Total mileage of tracks June 30, 1908, operated as "Great Northern Ry."		6,636.54	8,408.32
OWNED BY CONTROLLED COMPANIES BUT OPERATED INDEPENDENTLY:			
Iowa & Great Northern Ry. Co.:			
Owned	.40	.....	.40
Leased from Great Northern Ry. Co	12.19	76.58	88.77
Union Terminal Co. of Sioux City, Ia. (Owned by Iowa & Great Northern Ry. Co.)	11.34	1.28	12.62

TRACK STATEMENT—Continued.

	Miles	Main Track Miles	Total Miles
Minneapolis Western Ry. Co.:			
Owned	5.20	1.69	6.89
*Total miles of road and tracks in system as operated June 30, 1908, including lines operated independently		6,716.09	8,517.00
Total mileage of road in system as operated June 30, 1908, including lines operated independently, as shown on page 38	6,716.09	.....	.....
Add—Mileage owned but not operated, being leased to other companies	27.62	.....	.....
Total	.....	6,743.71	.....
Total mileage of road in system June 30, 1907, as per report for that year	.....	6,498.62	.....
Increase in mileage	.....	.....	245.09
This increase is made up as follows:			
GREAT NORTHERN RAILWAY CO.:			
Kelly Lake to Fermoy, Minn	23.40	.....	.....
Extension of main line at Grand Forks, N. D.	.52	.....	.....
Walhalla, N. D., to International Boundary	5.34	.....	.....
Aneta to Devils Lake, N. D.	57.72	.....	.....
Berthold to Crosby, N. D.	89.16	.....	.....
Armington to Judith Gap, Mont.	92.63	.....	.....
Oroville, Wash., to International Boundary	20.64	.....	.....
Total mileage new lines opened	.....	289.41	.....
Kalispell to Somers, Mont., heretofore shown as spur to Flathead Lake and not included in main track mileage	.....	10.45	.....
Total additions	.....	.....	299.86
Less—Lucerne to Lakeview, Mont., taken up	.....	11.86	.....
Line at Alton, N. D., removed	.....	8.50	.....
Line South Sioux City to O'Neill, Neb., transferred to C. B. & Q. R. R. Co.	.....	129.16	.....
Former main track of Eastern Ry. of Minn., between Brook Park and Hinckley, Minn., transferred to second main track	.....	8.20	.....
Sundry minor changes	.....	.77	158.49
Net increase, Great Northern Ry. Co.	.....	.....	141.37
MIDLAND RY. CO. OF MANITOBA:			
International Boundary to Morden, Man	.....	.....	15.25
CROW'S NEST SOUTHERN RY. CO.:			
Fernie to Michel, B. C.	.....	.....	20.98

*2.26 miles double track and 6.74 miles side tracks at Seattle, Wash., owned jointly with Northern Pacific Railway Company.

TRACK STATEMENT—Continued.

	Miles	Main Track Miles	Total
VANCOUVER, VICTORIA & EASTERN RY. & NAV. CO.:			
International Boundary to Keremeos, B. C.	18.20	.....	.....
Victoria Mine Spur, Phoenix, B. C.	1.23	.....	.....
Cloverdale to Port Guichon, B. C.	14.81	.....	.....
New Westminster to Vancouver, B. C.	17.28	51.52	.....
Less correction	.....	.06	51.46
TRACKAGE RIGHTS, not before listed:			
South Superior, Wis., to Duluth, Minn.	5.48	.....	.....
At Hibbing, Minn.	1.70	.....	.....
At Helena, Mont.	2.55	.....	.....
Troupe Junction to Nelson, B. C.	5.42	.....	.....
Bridge over Fraser River, New Westminster, B. C.	1.48	.....	.....
Tracks of Union Depot Companies	1.44	18.07	.....
Less trackage between Sioux City, Ia., and South Sioux City, Neb., given up with the O'Neill Line	.....	2.04	16.03
Total Net increase in mileage	.....	.....	245.09

TRACK STATEMENT.—Cont.

LOCATION OF TRACKS	MILES OF TRACK OWNED BY GREAT NORTHERN RY. AND CONTROLLED COMPANIES				Miles of Tracks Leased to Other Companies	Miles of Tracks Leased from Other Companies	Miles of Tracks Used Under Trackage Rights	TOTAL MILES OF TRACK OPERATED	
	Miles of Main Tracks			Miles of Sidings, Spurs and Yard Tracks				As Great Northern Railway	Independently
	First	Second	Third, Fourth, Fifth and Sixth						
Wisconsin	32.19	18.18	.....	59.73	.....	30.61	5.88	155.59	.....
Minnesota	2,056.07	77.48	22.33	623.42	17.85	.....	13.31	2,767.87	6.89
Iowa	77.86	.....	.....	23.93	.....	.....	.....	.....	101.79
North Dakota	1,544.53	22.17	.....	300.18	.....	.....	19.06	1,885.94	.....
South Dakota	262.36	.....	.....	30.95	.....	.....	.....	293.31	.....
Montana	1,368.65	.....	.....	274.18	.....	.....	2.55	1,645.38	.....
Idaho	80.24	.....	.....	16.21	.....	.....	.....	96.45	.....
Washington	814.86	9.67	.....	228.62	12.48	.....	2.75	1,043.42	.....
Province of Manitoba	161.71	.....	.....	16.04	.....	.....	.....	177.75	.....
Province of British Columbia	289.51	.....	.....	46.20	.....	.....	6.90	342.61	.....
Totals	6,687.98	127.50	22.33	1,619.46	30.33	30.61	50.45	8,408.32	108.68

RECAPITULATION OF TRACK MILEAGE:	Miles	Miles	Miles
Main Track—First	.....	*6,687.98	.....
Second	*127.50	.....	.....
Third, Fourth, Fifth and Sixth	22.33	149.83	.....
Total Main Tracks owned			*6,837.81
Sidings, Spurs and Yard Tracks owned			1,619.46
Leased Tracks—Main Track		5.28	
Second Track		3.74	
Sidings, Spurs and Yard Tracks		30.59	
			39.61
Trackage			50.45
Total Tracks of all kinds in System			8,547.33

*Includes 2.26 miles of double track and 6.74 miles side tracks at Seattle, Wash., owned jointly with Northern Pacific Ry. Co.

EQUIPMENT OF THE GREAT NORTHERN RAILWAY COMPANY AND OPERATED LINES ACTUALLY IN SERVICE

For the Year Ended June 30, 1908, as Compared with Year Ended June 30, 1907

CLASS		1908		1907
LOCOMOTIVES		1,081		943
PASSENGER EQUIPMENT:				
Sleeping cars		70		63
Parlor cars		21		21
Observation compartment cars		11		10
Dining cars		27		24
Coaches		331		299
Tourist cars		32		22
Passenger and baggage cars		36		32
Baggage, mail and express cars		249		174
Business cars		25		23
Total passenger equipment				668
FREIGHT EQUIPMENT:				
Box cars	26,497		23,235	
Transfer freight cars	50		50	
Furniture cars	989		1,056	
Refrigerator cars	651		655	
Stock cars	2,005		2,142	
Total box and stock cars		30,192		27,138
Flat and coal cars	5,371		4,691	
Sand cars	731		567	
Ore cars (wood)	957		1,349	
Ore cars (steel)	4,880		4,640	
Total flat, gondola and ore cars		11,939		11,247
Ballast cars		620		640
Caboose cars		603		482
Cinder cars		105		108
Boarding cars		126		90
Derrick and tool cars		66		65
Steam shovels		20		20
Lidgerwood unloaders		21		21
Pile drivers		12		10
Rotary snow plows		10		7
Snow dozers		49		49
Other work equipment		127		166
Total freight and work equipment		43,890		40,043

LAND COMMISSIONER'S REPORT.

MR. JAMES J. HILL,

Chairman Board of Directors.

Dear Sir:

I respectfully submit the following report of operations of the Land Department for the year ended June 30, 1908:

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY LAND GRANT:

EAST OF RED RIVER

		Acres	Acres
Total acreage of Land Grant computed at ten sections for each mile of road, as formerly construed by the State of Minnesota			3,848,000.00
Total acreage of Land Grant as computed by United States General Land Office			3,479,611.36
Total acreage deeded to Company prior to June 30, 1908		3,232,531.30	
Less—Decreed to Northern Pacific R. R. Co. by Supreme Court United States, March 2, 1891	365,860.92		
Decreed to Northern Pacific R. R. Co. in accordance with terms of settlement of November 1, 1897	48,991.68		
Redeeded to United States	4,863.74	419,716.34	
Net acreage deeded to Company		2,812,814.96	
Total acreage sold prior to June 30, 1908		3,013,242.23	
Less—Sales cancelled		347,901.54	2,665,340.69
Remaining unsold June 30, 1908			814,270.67

Owing to sales and other disposals of land within the limits of the Grant by the United States prior to the time at which this Company's right attached, a final adjustment of the Grant by the Government will reduce the above acreage by about 660,000 acres.

During the year ended June 30, 1908, 7,050.69 acres of land were sold for $55,741.01, an average of $7.91 per acre. There were also sold 58 lots for $1,215.00, an average per lot of $20.95.

The number of land sales during the year was 104, with an average of about 67.79 acres to each purchase.

CASH RECEIPTS FOR YEAR ENDED JUNE 30, 1908.

Cash sales and installments of principal on new contracts	$10,150.07
Principal received on old contracts	150,245.92
Interest received on old and new contracts	23,040.06
Principal and interest received on town lot contracts	1,175.23
Collections for trespass, stumpage, grass sales, etc	1,130.13
Total Receipts	$185,741.43
Less—Expenses of Land Department and Trustee	17,950.81
Balance, remitted Trustee of St. P. M. & M. Ry. Co.'s consolidated mortgage bonds	$167,790.62
Amount of deferred payments due on land contracts and bearing interest at 6 per cent per annum	$427,951.65
Amount of deferred payments due on town lot contracts and bearing interest at 6 per cent per annum	3,299.85
Principal of Contracts outstanding	$431,251.50

WEST OF RED RIVER.

	ACRES
Of the land lying within the limits of the original grant, but on what is now the Dakota side of the Red River, the Company has reconveyed to United States a total of	64,117.92
and in consideration of this reconveyance has been authorized to select an equivalent amount of lands in the other states wherein its lines of railway were constructed.	
To June 30, 1908, the Company had selected 66,462.38	
acres, but the selections of 7,322.26	
acres have been rejected, leaving the net selection	59,140.12
Additional selections of land to cover the balance of acres yet due are being made as rapidly as possible.	4,977.80

OPERATIONS DURING THE YEAR.

Sales—acres		193.62
Amount sold for		$3,332.98
Average price per acre		17.21
Receipts during year	$3,979.75	
Less—The Company's selection of certain lands having been set aside by a decision of the United States Supreme Court, the collections heretofore made account of said lands have been refunded with interest	3,557.50	
Net Receipts		$422.25
Disbursements covering taxes, expenses of examination and selection of lands, and other expenses in connection with Grant		$9,124.64

MAPS
TOO
LARGE
FOR
FILMING

MINNEAPOLIS & ST. CLOUD LAND GRANT.

	ACRES	ACRES
The total acreage earned is		425,664.00
Of which there has been deeded to the Company	425,626.12	
Total acreage sold to June 30, 1908, less sales cancelled		404,901.78
Value of same	$1,288,932.42	
Average per acre	3.18	
Remaining unsold June 30, 1908		20,762.22

OPERATIONS DURING THE YEAR.

Sales—acres	494.85
Amount sold for	$3,167.70
Average price per acre	6.40
Receipts of Land Department	$13,256.02
Disbursements of Land Department	2,891.91
Amount of deferred payments due Company, which are bearing interest at 6 per cent	58,187.64

CHARLES H. BABCOCK,

Right-of-Way and Land Commissioner.

COMPLAINANT'S EXHIBIT 54. (G. N.)

MINNESOTA TRANSFER RAILWAY COMPANY.

Estimate of Cost of Reproduction.

	Subject	State Engineer's Estimate	Minnesota Transfer Company's Estimate
1.	Land for right of way, yards and terminals	$919,791.06	$3,308,043.25
2.	Grading, clearing and grubbing	438,349.75	519,931.28
3.	Protection work, rip rap, retaining walls	.....	.....
4.	Tunnels	.....	.....
5.	Cross ties and switch ties	120,276.94	154,922.52
6.	Ballast	21,764.50	20,940.00
7.	Rails	195,990.91	215,544.04
8.	Track fastenings	33,861.15	45,857.02
9.	Switches, frogs and railroad crossings	31,598.34	28,622.83
10.	Track laying and surfacing	52,060.00	73,415.00
11.	Bridges, trestles and culverts	139,873.51	168,606.49
12.	Track and bridge tools	1,514.75	1,514.75
13.	Fences, cattle guards and signs	4,429.20	7,256.20
14.	Stock yards and appurtenances	113,812.41	218,372.97
15.	Water stations	13,598.94	16,600.98
16.	Coal stations	4,229.98	4,229.98
17.	Station buildings and fixtures	943.80	49,400.49
18.	Miscellaneous buildings	137,810.77	56,609.49
19.	Steam and electric power plants, gas plants	.....	.....
20.	General repair shops	10,938.03	2,635.80
21.	Shop machinery and tools	10,156.25	10,156.25
22.	Engine houses, turntables and cinder pits	34,195.96	29,723.15
23.	Track scales	9,629.00	10,467.50
24.	Docks and wharves (incl. coal and ore docks)	.....	.....
25.	Interlocking plants	9,752.00	7,500.00
26.	Signal apparatus	25.00	3,275.00
27.	Telegraph lines and appurtenances	.....	.....
28.	Telephone lines and appurtenances	.....	.....
29.	Adaptation and solidification of roadbed	54,687.36	.....
	Total of items 1 to 29, inclusive	$2,359,289.61	$4,953,624.99
30.	Engineering, superintendence, legal expenses, 4½% State; 10% Railway	106,168.03	495,362.50
	Total of items 1 to 30, inclusive	$2,465,457.64	$5,448,987.49
31.	Locomotives	156,786.00	158,600.00
32.	Passenger equipment	.....	.....
33.	Freight car equipment	600.00	.....
34.	Miscellaneous equipment	1,500.00	2,300.00
35.	Marine equipment	.....	.....
	Total of items 1 to 35, inclusive	$2,624,343.64	$5,609,887.49
36.	*Freight on construction material	13,703.07	.....
	Total of items 1 to 36, inclusive	$2,638,046.71	$5,609,887.49
37.	Contingencies, 5% on total of items 1 to 36	131,902.34	.....
38.	Stores and supplies in Minnesota	.....	.....
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year)	103,334.37	.....
	Grand Totals	$2,873,283.42	$5,609,887.49

*For cross ties, rails, track fastenings, switches and frogs.

COMPLAINANT'S EXHIBIT 55. HOGELAND.

GREAT NORTHERN RAILWAY COMPANY.

LINES IN MINNESOTA.

Comparison of the Railway and State Estimates of Cost of Reproduction.

	Subject	Railway Estimate June 30th, 1908 Mileage Main track 2155.88 Side track 623.42 Total, 2779.30	State Estimate June 30th, 1907 Mileage Main track 2144.42 Side track 575.19 Total, 2719.61	Difference Between Railway and State's Estimate	Value of Additions and Improvements up to June 30th, 1908 included in Railway Estimate but not included in State's Estimate	General Explanation of Difference
1	Land for right of way, yards and terminals	$30,635,921.00	$16,656,364.73	$13,979,556.27	$88,039.00	Balance due to lower unit prices and different method of arriving at value used by State.
2	Grading, clearing and grubbing	22,155,453.00	†19,908,433.15	2,247,019.85	448,227.00	Balance due partly to lower unit prices used by State and partly to State reducing quantities submitted by Railroad.
3	Protection work, riprap, retaining walls	850,069.00	624,793.75	225,275.25	.....	Due to State using 75 cts less per yard for Riprap than Railway.
4	Tunnels	None	None	None	None	
5	Cross ties and switch ties	5,725,998.00	4,496,378.50	1,229,619.50	146,000.00	Balance due to State's unit price being 15 cts tie less than Ry.'s.
6	Ballast	3,861,360.00	2,888,266.05	973,093.95	33,480.00	Balance due to State's unit price being 17 cts yd. less than Ry.'s.
7	Rails	9,203,629.00	8,698,731.20	504,897.80	211,200.00	Balance due to State's unit price being $1 ton less than Ry.'s.
8	Track fastenings	2,087,615.00	1,916,468.72	171,146.28	28,800.00	Balance due to State's unit price being lower than Railway's.
9	Switches, frogs and railroad crossings	300,519.00	295,470.87	5,048.13	20,000.00	
10	Tracklaying and surfacing	2,416,201.00	1,378,523.25	1,037,677.75	56,350.00	Balance due to State's unit price being $335 per mile less than Railway's.
11	Bridges, trestles and culverts	6,814,201.00	5,141,781.96	1,672,419.04	696,629.00	Balance due to lower unit prices used by State and omission in State's estimate of Overhead Bridges in Minneapolis, built by city.
12	Track and bridge tools	54,450.00	48,056.90	6,393.10	750.00	Balance due to State's unit price being $15 set less than Railway's.
13	Fences, cattle guards and signs	448,864.00	443,622.80	5,241.20	7,095.00	
14	Stock yards and appurtenances	81,600.00	61,542.52	20,057.48	3,290.00	Balance due to lower unit prices used by State.
15	Water stations	569,900.00	395,481.86	174,418.14	174,300.00	
16	Coal stations	201,200.00	203,300.00	(1,100.00)	.....	
17	Station buildings and fixtures	1,561,200.00	1,482,550.16	78,649.84	9,710.00	Balance due to lower unit prices used by State.
18	Miscellaneous buildings	1,446,445.00	1,313,499.00	132,945.80	103,300.00	Balance due to lower unit prices used by State.
19	Steam and electric power plants, gas plants	413,752.00	270,420.55	143,331.45	42,200.00	State has included some buildings in Item 20 that Railway has included in Item 19. In making comparison these two items should be added.
20	General repair shops	1,070,765.00	1,174,436.60	(103,671.60)	.....	
21	Shop machinery and tools	953,531.00	528,934.89	424,596.11	424,596.00	
22	Engine houses, turntables and cinder pits	727,100.00	638,195.00	88,905.00	61,000.00	Balance due to lower unit prices used by State.
23	Track scales	39,700.00	27,829.00	11,871.00	2,800.00	Balance due to lower unit prices used by State.
24	Docks and wharves (include coal and ore docks)	37,500.00	38,392.00	(892.00)	.....	
25	Interlocking plants	193,268.00	122,192.00	71,076.00	71,076.00	
26	Signal apparatus	116,046.00	63,092.50	52,953.50	45,035.00	Balance due to lower unit prices used by State.
27	Telegraph lines and appurtenances	634,744.00	445,873.82	188,870.18	.....	Due to State cutting out W. U. joint rights.
28	Telephone lines and appurtenances	37,893.00	3,491.00	34,402.00	34,402.00	
29	Adaptation and solidification of roadbed †	.....	.....	.....	.....	
	Total of Items 1 to 29, inclusive	$92,639,924.00	$69,266,122.98	$23,373,801.02	$2,708,279.00	
30	Engineering, superintendence, legal expenses, 4½%	4,365,349.00	3,116,975.54	1,248,373.46	121,873.00	Balance due to percentage on difference of State and Railway estimates. Same percentage (4½%) used by both Railway and State.
	Total of Items 1 to 30, inclusive	$97,005,273.00	$72,383,098.52	$24,622,174.48	$2,830,152.00	
31	Locomotives	5,469,270.00	4,143,024.12	1,326,245.88	690,000.00	Balance due to lower prices used by State and different method of proportionment.
32	Passenger equipment	1,886,178.00	1,835,089.38	51,088.62	357,000.00	
33	Freight car equipment	12,411,265.00	12,949,934.80	(538,669.80)	.....	
34	Miscellaneous equipment	482,909.00	333,805.88	149,103.12	769,400.00	
35	Marine equipment	None	None	None	None	
	Total of Items 1 to 35, inclusive	$117,254,895.00	$91,644,952.70	$25,609,942.30	$4,646,552.00	
36	Freight on construction material	1,700,043.00	755,890.46	944,152.54	36,000.00	Balance due to State using ½ cent ton mile, Ry. using tariff rates.
37	Contingencies	4,367,826.00	4,620,042.16	(252,216.16)	178,889.00	
	Interest during construction	27,611,471.00	13,673,804.88	13,937,666.12	924,778.00	Balance due to State using 4% for 4 years, 16%; Railway using 6% for 4 years, 24%.
	General expenses	1,849,841.00	None	1,849,841.00	1,849,841.00	State made no allowance in its estimate.
	Stores and supplies in Minnesota	3,240,178.00	1,632,565.00	1,607,613.00	1,607,613.00	State used value of Stores and Supplies on hand June 30, 1906. Railway used value for June 30, 1908.
	Interest in terminal railways	1,186,191.00	771,128.52	415,062.48	.....	Due to lower valuation placed on terminal property by State.
	Lines under construction	138,411.00	None	138,411.00	138,411.00	State made no allowance in its estimate.
	Grand Total	$157,348,856.00	$113,098,383.72	$44,250,472.28	$9,382,084.00	

Chief Engineer's Office, September 15th, 1909.

† Railway did not show this item in its estimate. In this Statement the amount of this item shown in State's Estimate, $3,235,022.91, has been added to Item 2, State's Estimate, $16,673,410.24, making $19,908,433.15.

COMPLAINANT'S EXHIBIT 56. HOGELAND.

GREAT NORTHERN RAILWAY COMPANY

Statement showing actual Cost of Work done under Authorities for Expenditures compared with Estimated Cost for Year ended June 30th.

	Estimated Cost	Actual Cost	Difference	%
1907	$3,013,687.38	$3,363,884.88	$350,197.50	11.62
1906	6,572,442.00	7,712,407.28	1,139,965.28	17.34
1905	7,293,625.07	8,317,930.69	1,024,305.62	14.04
1904	3,161,850.40	3,656,980.82	495,130.42	15.65
1903	5,182,133.80	6,044,863.80	862,730.00	16.65
Total	$25,223,738.65	$29,096,067.47	$3,872,328.82	15.35

Accounting department, disbursement division, July 26th, 1909.

COMPLAINANT'S EXHIBIT 57. PARKER.

Form 1 T. W.

Cut of Trade Mark

GREAT NORTHERN RAILWAY CO.

Billed at.....

Date Apr 3, 1908

Series and Number 3246

If from Star Station, insert here name of Billing Station.

Initials of Road issuing Way Bill	**Way-Bill for Freight**	From M Tfr Minn	To Argyle, Minn.	Car Initial and Number G. N. 71796
ROUTE 1 Via Junction with Ry.	2 Via Junction with Ry.	3 Via Junction with Ry.	4 Via Junction with Ry.	Transferred to Initial Number At
5 Via Junction with Ry.	6 Via Junction with Ry.	7 Via Junction with Ry.	8 Via Junction with Ry.	Initial Number At
Length of Car Feet Inches	Marked Capacity of Car Pounds	Weight of Car and Contents Pounds	Weigh this Car at	Initial Number At
Station For Additional Charges See Way-Bill Date		Weighed at Gross	Tare Net	Stop this Car at For

Shipper Connecting Line Reference, Original Car and Way-Bill No. and Point of Shipment	Marks, Consignee and Destination	No. of Packages, Articles and Classification Conditions	Weight	*Rate and Authority	Freight	Advances	Prepaid
Smith 52 M. Chr Co.	H. P. Krough Co.	1 Bdl. Reed Rockers 1 only " " 9 Bdl. Cane and Wood Seat Chairs 4 Bdl. K. D. Chairs O Rel	45 220 120	189 94.5 .63	.85 2.08 .76		
			385		3.69		

Checked by.....
Agent or Warehouseman.

Form 1 T. W.

Cut of Trade Mark

GREAT NORTHERN RAILWAY CO.

Billed at.....

Date April 14, 1908

Series and Number 13081

If from Star Station, insert here name of Billing Station.

Initials of Road issuing Way Bill	**Way-Bill for Freight**	From Minn. Tfr.	To Ogilvie, Minn.	Car Initial and Number G. N. 43340
ROUTE 1 Via Junction with Ry.	2 Via Junction with Ry.	3 Via Junction with Ry.	4 Via Junction with Ry.	Transferred to Initial Number At
5 Via Junction with Ry.	6 Via Junction with Ry.	7 Via Junction with Ry.	8 Via Junction with Ry.	Initial Number At
Length of Car Feet Inches	Marked Capacity of Car Pounds	Weight of Car and Contents Pounds	Weigh this Car at	Initial Number At
For Additional Charges See Station Way-Bill Date		Weighed at Gross	Tare Net	Stop this Car at For

Shipper Connecting Line Reference, Original Car and Way-Bill No. and Point of Shipment	Marks, Consignee and Destination	No. of Packages, Articles and Classification Conditions	Weight	*Rate and Authority	Freight	Advances	Prepaid	
Janney Semple Hill Co.	Gadola Bros.	8 Cs. Giant Pdr. Extra, O. R. C3	232	51.4	1.19		1.19Pd.	

Checked by.....

Agent or Warehouseman.

COMPLAINANT'S EXHIBIT 57. PARKER.—*Cont.*

Form 1 T. W.

Cut of Trade Mark

GREAT NORTHERN RAILWAY CO.

Billed at.....

Date April 14, 1908

Series and Number 13113

If from Star Station, insert here name of Billing Station.

Initials of Road issuing Way Bill	**Way-Bill for Freight**	From Minn. Tfr., Minn.	To Greenbush, Minn.	Car Initial and Number G. N. 34076
ROUTE 1 Via Junction with Ry.	2 Via Junction with Ry.	3 Via Junction with Ry.	4 Via Junction with Ry.	Transferred to Initial Number At
5 Via Junction with Ry.	6 Via Junction with Ry.	7 Via Junction with Ry.	8 Via Junction with Ry.	Initial Number At
Length of Car Feet Inches	Marked Capacity of Car Pounds	Weight of Car and Contents Pounds	Weigh this Car at	Initial Number At
For Additional Charges See Station Way-Bill Date		Weighed at Gross	Tare Net	Stop this Car at For

Shipper Connecting Line Reference, Original Car and Way-Bill No. and Point of Shipment	Marks, Consignee and Destination	No. of Packages, Articles and Classification Conditions	Weight	*Rate and Authority	Freight	Advances	Prepaid
OMA 6322 16 Str. 4/10 1015 L. K. Ro. Co.	C. A. Malinskey	1 B. of D. Gds. O. R.	100	60 67.9	.68	.60	

Checked by.....

Agent or Warehouseman.

Form 1 T. W.

Cut of Trade Mark

GREAT NORTHERN RAILWAY CO.

Billed at.....

Date April 14, 1908

Series and Number 13213

If from Star Station, insert here name of Billing Station.

Initials of Road issuing Way Bill	Way-Bill for Freight	From Minnesota Transfer	To Monticello, Minn.	Car Initial and Number G. N. 34076
ROUTE 1 Via Junction with Ry.	2 Via Junction with Ry.	3 Via Junction with Ry.	4 Via Junction with Ry.	Transferred to Initial Number At
ROUTE 5 Via Junction with Ry.	6 Via Junction with Ry.	7 Via Junction with Ry.	8 Via Junction with Ry.	Initial Number At
Length of Car Feet Inches	Marked Capacity of Car Pounds	Weight of Car and Contents Pounds	Weigh this Car at	Initial Number At
For Additional Charges See Station Way-Bill Date		Weighed at Gross	Tare Net	Stop this Car at For

Shipper Connecting Line Reference, Original Car and Way-Bill No. and Point of Shipment	Marks, Consignee and Destination	No. of Packages, Articles and Classification Conditions	Weight	*Rate and Authority	Freight	Advances	Prepaid
Smith 62 OMA 6321 16 St. Chgo. 4/10 1015 Sah Co.	Mrs. F. A. Tubbs	1 Bx. P. Gds. O. Rel.	40	M25	.25	.60	

Checked by.....
Agent or Warehouseman.

COMPLAINANT'S EXHIBIT 58. PARKER.

GREAT NORTHERN RAILWAY COMPANY.

STATION AGENT'S ABSTRACT OF FREIGHT RECEIVED.

Use this Blank for Received only.

Reported by.....Station.

On abstracts for Star stations insert here name of regular station making this report.

Abstract of Way-Bills Received at MENAHGA Station.

For Month of APRIL, 1908.

INSTRUCTIONS.

1. Agents east of Colbert, Wash., will send abstracts to Auditor Freight Receipts, St. Paul. Agents Colbert, west and north, will send them to the Assistant Auditor, Spokane. Abstracts must reach the Auditor Freight Receipts or Assistant Auditor, as outlined above, by the 5th of the following month. **Under no circumstances should they be delayed.**

2. In order to avoid delay, agents will close their freight accounts and abstracts PROMPTLY AT THE END OF THE MONTH, instead of holding them open to report waybills in transit from previous month. Freight accounts must not be closed before the end of the month.

3. All waybills covering freight received during the month, from points on the Great Northern Railway (including astray waybills) must be abstracted on this form. This does not include deadhead company material waybills, which will be abstracted on Form 17. Waybills from points on foreign lines will be abstracted on Form 14.

4. Abstracts must be made from freight received book, forwarding stations being entered in station order per forwarded recapitulation sheets Form 11½. Business from each station must be kept separate, and waybills abstracted in numerical order, followed by information called for by headings of the different columns.

5. **Seven blank lines must be left between each station's business, exclusive of footings and headings.**

6. Care must be exercised to see that no waybills are omitted, and that all totals are correct. Weight must be footed as carefully as revenue.

7. After all waybills are abstracted, business received from each station must be footed and totals carried to a summary, which should be made on a separate sheet of Form 12, stations being entered in station order per forwarded recapitulation sheets Form 11½. Summary must show totals of regular local business, star local business and interline business, leaving a blank line between each of these totals in same manner as totals are shown on forwarded summary sheet "A" of Form 11½.

8. A separate set of abstracts will be made for business received at each star station, showing name of star station and name of reporting station in spaces provided. Otherwise these abstracts will be made in same manner as regular abstracts, per paragraph 4.

9. Separate recapitulation must be made on Form 12 for each star station. Grand recapitulation of business received at all star stations must be made on separate sheet Form 12, and the total transferred to summary of business received at reporting station and added thereto, per paragraph 7.

10. Totals of "Freight," "Advances" and "Prepaid" columns on summary must agree with corresponding totals in freight received book.

11. UNDER NO CIRCUMSTANCES WILL RED INK BE USED ON ABSTRACTS.

Pro. No.	Way-Bill		For Carloads only			Weight	Freight	Advances	Prepaid
	Date	Number	Initials	Car No.	Commodity				
					HAMLINE TRANSFER				
.....	3/30	14006	.....	.....	.....	1,780	5.36	.....	.....
.....	3/31	18372	.....	.....	.....	1,900	4.99	.....	.....
.....	4/1	6344	.....	.....	.....	4,150	13.25	6.50	.....
.....	4/3	7065	.....	.....	.....	960	2.31	.....	.....
.....	4/4	7787	.....	.....	.....	4,830	14.65	.....	.....
.....	4/4	7788	.....	.....	.....	3,890	10.07	.....	.....
.....	4/2	6765	.....	.....	.....	3,420	12.61	.....	.....
.....	4/6	8008	.....	.....	.....	2,090	7.57	.....	.97
.....	4/7	8306	.....	.....	.....	2,690	15.95	6.50	.68
.....	4/8	4853	.....	.....	.....	240	.77	.....	.....
.....	4/8	8726	.....	.....	.....	5,250	17.27	.....	2.61
.....	4/9	9112	.....	.....	.....	850	3.39	.....	.27
.....	4/11	9873	.....	.....	.....	2,560	9.81	.....	1.01
.....	4/10	9390	.....	.....	.....	2,750	8.11	.....	.....
.....	4/13	10178	.....	.....	.....	310	1.58	.....	.29
.....	4/1	6014	.....	.....	.....	160	1.45	.....	.....
.....	4/15	10790	.....	.....	.....	4,330	11.11	.....	.....

COMPLAINANT'S EXHIBIT 58. PARKER.—*Cont.*

Pro. No.	Way Bill		For Carloads only			Weight	Freight	Advances	Prepaid
	Date	Number	Initials	Car No.	Commodity				
.....	4/15	10548	.....	.....	.....	540	1.49	.....	.....
.....	4/17	11529	.....	.....	.....	2,590	10.03	.....	.....
.....	4/14	10387	.....	.....	.....	980	3.72	.....	.....
.....	4/16	11226	.....	.....	.....	450	1.64	.....	.....
.....	4/18	11889	.....	.....	.....	3,650	11.78	.....	.....
.....	4/20	12193	.....	.....	.....	1,460	5.50	.....	.....
.....	4/18	11657	.....	.....	.....	1,040	3.35	.....	.....
.....	4/22	12468	.....	.....	.....	1,060	3.79	.....	.....
.....	4/18	11604	.....	.....	.....	D. H. E.		.....	.....
.....	4/23	13178	.....	.....	.....	1,160	4.09	.....	2.83
.....	4/22	12765	.....	.....	.....	550	2.68	.....	.....
.....	4/22	12684	.....	.....	.....	80	.38	.....	.....
.....	4/25	14091	.....	.....	.....	2,680	11.38	.....	2.12
.....	4/24	13639	.....	.....	.....	1,560	4.63	.....	.....
.....	4/25	13762	.....	.....	.....	400	.96	.....	.....
.....	4/27	14350	.....	.....	.....	6,380	19.63	.....	.....
						66,740	225.30	13.00	10.78
					ST. PAUL				
.....	4/13	953	.....	.....	.....	520	1.71	.....	.....
.....	4/20	1440	.....	.....	.....	480	1.99	.....	.....
.....	4/23	1630	.....	.....	.....	D. H. E.		.....	.....
.....	4/6	438	.....	.....	.....	400	1.33	.....	.....
.....	4/6	425	.....	.....	.....	240	.90	.....	.....
						1,640	5.93	.....	.....
					SO. ST. PAUL				
.....	4/4	86	.....	.....	.....	540	1.54	2.50	4.04
.....	4/4	85	.....	.....	.....	290	1.39	.....	1.39
.....	4/11	231	.....	.....	.....	740	1.86	.....	1.86
.....	4/11	224	.....	.....	.....	680	2.69	.....	2.69
.....	4/18	300	.....	.....	.....	1,000	3.24	.....	3.24
.....	4/18	301	.....	.....	.....	180	.72	.....	.72
.....	4/25	395	.....	.....	.....	710	1.87	.....	1.87
						4,140	13.31	2.50	15.81
					MINNEAPOLIS				
.....	3/30	3938	.....	.....	.....	170	.73	.....	.....
.....	4/1	30	G. N.	14850	Feed.....	30,000	30.00	.....	30.00
.....	4/10	988	"	43650	Flour.....	24,240	24.24	.....	.....
.....	4/13	1244	.....	.....	.....	330	1.59	.....	.....
.....	4/15	1564	.....	.....	.....	1,160	4.08	.....	.....
						55,900	60.64	.....	30.00

COMPLAINANT'S EXHIBIT 59. PARKER.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing number of Tons Commercial Freight, both Intra and Inter, handled in Minnesota, year ending June 30th, 1908.

MONTHS	No. of Tons
July, 1907	1,583,997
August, 1907	2,291,844
September, 1907	2,136,702
October, 1907	2,420,675
November, 1907	1,510,437
December, 1907	776,889
January, 1908	524,204
February, 1908	497,926
March, 1908	527,667
April, 1908	497,499
May, 1908	704,937
June, 1908	880,978
Total	14,353,755

Accounting Department, September 24th, 1909. S-264.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing freight business local to state of Minnesota, "old basis", year ending June 30th, 1908.

	No. of Tons Carried	No. of tons per One Mile	Revenue	Average		
				Length of Haul (Miles)	Revenue per Ton	Revenue per Ton per Mile
July, 1907	261,398	29,671,859	$301,734.34	113.5	$1.154	$.01017
August, 1907	236,381	26,282,390	275,490.32	111.1	1.165	.01048
September, 1907	182,969	20,603,841	304,108.83	112.6	1.662	.01475
October, 1907	244,937	27,030,816	383,703.92	110.4	1.567	.01419
November, 1907	141,384	18,282,892	269,125.78	129.3	1.903	.01472
December, 1907	121,714	18,105,914	243,643.38	148.7	2.001	.01346
January, 1908	140,928	17,058,838	239,883.89	121.0	1.702	.01406
February, 1908	158,517	16,557,011	228,822.83	104.4	1.444	.01382
March, 1908	146,527	17,835,739	253,112.91	121.7	1.727	.01419
April, 1908	130,944	18,703,536	265,728.44	142.8	2.029	.01421
May, 1908	126,964	16,939,835	231,246.31	133.4	1.821	.01365
June, 1908	112,935	14,839,693	219,930.30	131.4	1.947	.01482
Totals	2,005,598	241,912,364	$3,216,531.25	120.6	$1.604	$.01330

NOTE: This statement includes all freight business handled by the Great Northern Ry., locally in Minnesota, regardless of the fact that some of it may have originated or terminated at points on foreign lines in other states.

Accounting Department,
September 24th, 1909.
C-258.

COMPLAINANT'S EXHIBIT 61. PARKER.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing freight business local to state of Minnesota, "old basis," year ending June 30th, 1909.

	No. of Tons Carried	No. of Tons per One Mile	Revenue	Average		
				Length of Haul (Miles)	Revenue per Ton	Revenue per Ton per Mile
July, 1908	120,586	16,419,309	$235,905.10	136.2	$1.956	$.01437
August, 1908	117,476	13,933,146	217,158.58	118.6	1.849	.01559
September, 1908	161,966	21,272,166	311,905.32	131.3	1.925	.01466
October, 1908	198,312	25,086,614	364,267.88	126.5	1.837	.01452
November, 1908	153,081	19,500,433	283,336.17	127.4	1.851	.01453
December, 1908	124,179	16,774,809	240,329.90	135.1	1.935	.01433
January, 1909	150,611	15,851,425	228,355.08	105.2	1.516	.01441
February, 1909	140,083	16,403,501	221,780.98	117.1	1.583	.01352
March, 1909	195,624	24,667,687	340,844.77	126.1	1.742	.01382
April, 1909	140,570	17,741,069	265,143.69	126.2	1.886	.01494
May, 1909	134,275	16,489,374	230,598.81	122.8	1.717	.01398
June, 1909	144,851	18,479,181	268,048.40	127.6	1.851	.01451
Totals	1,781,614	222,618,714	$3,207,674.68	125.0	$1.800	$.01441

NOTE: This statement includes all freight business handled by the Great Northern Ry., locally in Minnesota, regardless of the fact that some of it may have originated or terminated at points on foreign lines in other states.

Accounting Department,
September 24th, 1909.
S.-259.

COMPLAINANT'S EXHIBIT 62. PARKER.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing **Intra** freight business in the state of Minnesota, year ending June 30th, 1909.

	No. of Tons Carried	No. of Tons per One Mile	Revenue	Average		
				Length of Haul Miles	Revenue per Ton	Revenue per Ton per Mile
July, 1908	98,402	11,208,079	$173,394.94	113.9	$1.762	$.01547
August, 1908	87,800	8,932,814	150,414.03	101.7	1.713	.01684
September, 1908	125,227	14,958,467	233,078.05	119.5	1.861	.01558
October, 1908	161,544	18,833,374	281,465.49	116.6	1.742	.01495
November, 1908	117,666	13,276,195	210,845.09	112.8	1.792	.01588
December, 1908	100,269	12,174,786	185,459.44	121.4	1.850	.01523
January, 1909	124,572	11,224,892	169,303.98	90.1	1.359	.01508
February, 1909	110,520	11,856,712	160,788.45	107.3	1.455	.01356
March, 1909	140,776	15,956,709	234,720.79	113.3	1.667	.01471
April, 1909	97,310	10,414,712	175,928.52	107.0	1.809	.01689
May, 1909	104,239	10,685,267	162,176.09	102.5	1.556	.01518
June, 1909	120,871	13,371,606	200,685.30	111.6	1.660	.01501
Totals	1,389,196	152,893,613	$2,338,260.17	110.1	$1.683	$.01529

NOTE: This statement includes **Intra** freight business only, that is, business handled wholly within the state of Minnesota, regardless of the fact that two or more carriers may have been interested in the haul.

Accounting Department,
September 24th, 1909.
S. -260.

COMPLAINANT'S EXHIBIT 63. PARKER.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing local Interstate business in Minnesota, year ending June 30th, 1909.

	No. of Tons Carried	No. of Tons per One Mile	Revenue	Average		
				Length of Haul	Revenue per Ton	Revenue per Ton per Mile
				Miles		
July, 1908	22,184	5,211,230	$62,510.16	234.9	$2.818	$.01200
August, 1908	29,676	5,000,332	66,744.55	168.5	2.249	.01335
September, 1908	36,739	6,313,699	78,827.27	171.9	2.146	.01249
October, 1908	36,768	6,253,240	82,802.39	170.1	2.252	.01324
November, 1908	35,415	6,224,238	72,491.08	175.7	2.047	.01165
December, 1908	23,910	4,600,023	54,870.46	192.4	2.295	.01193
January, 1909	26,039	4,626,533	59,051.10	177.7	2.268	.01276
February, 1909	29,563	4,546,789	60,992.53	153.8	2.063	.01341
March, 1909	54,848	8,710,978	106,123.98	158.8	1.935	.01218
April, 1909	43,260	7,326,357	89,215.17	169.4	2.062	.01218
May, 1909	30,036	5,804,107	68,422.72	193.2	2.278	.01179
June, 1909	23,980	5,107,575	67,363.10	213.0	2.809	.01319
Totals	392,418	69,725,101	$869,414.51	177.7	$2.216	$.01247

NOTE: This statement includes freight business handled wholly within the state by the Great Northern Ry., but which originated or terminated at points on foreign lines in other states.

Accounting Department,
September 24th, 1909.
S.-261.

COMPLAINANT'S EXHIBIT 64. PARKER.

GREAT NORTHERN RAILWAY COMPANY.

Statement showing freight business in Minnesota, fiscal years ending June 30th, 1909 and 1908.

	No. of Tons Carried	No. of Tons per One Mile	Revenue	Average		
				Length of Haul	Revenue per Ton	Revenue per Ton per Mile
				Miles		
Intra, 1909	1,389,196	152,893,613	$2,338,260.17	110.1	$1.683	$.01529
" 1908	1,511,487	171,317,766	2,366,359.02	113.3	1.566	.01381
*Local Interstate 1909	392,418	69,725,101	869,414.51	177.7	2.216	.01247
" " 1908	494,111	70,594,598	850,172.23	143.0	1.720	.01204
Total Local and Local Interstate or Local "old basis" 1909	1,781,614	222,618,714	3,207,674.68	125.0	1.800	.01441
" " " " " " " " 1908	2,005,598	241,912,364	3,216,531.25	120.6	1.604	.01330
Interstate 1909	11,411,468	1,771,313,339	12,361,900.73	155.2	1.083	.00698
" 1908	12,348,157	1,881,832,369	12,442,129.82	152.3	1.008	.00661
Total all freight business in Minnesota 1909	13,193,082	1,993,932,053	15,569,575.41	151.1	1.189	.00781
" " " " " " " 1908	14,353,755	2,123,744,733	15,658,661.07	148.0	1.091	.00737

*NOTE: These figures should be added to Interstate to arrive at proper totals of Inter new basis.

Accounting Department
September 24th, 1909.
S.-263.

COMPLAINANT'S EXHIBIT 65. DREW.

Statement of Main Track Mileage of the Great Northern Railway Company, Including Proprietary Companies, showing Lines added each Fiscal Year from June 30th, 1880 to June 30th, 1908.

		Miles	Miles
June 30, 1880, St. P. M. & M.	St. Paul to St. Vincent	394.57	
	E. Minneapolis to Moorhead	3.28 258.15	656.00
June 30, 1881, St. P. M. & M.	Morris to Browns Valley	47.00	
	Wayzata to west end of Lake Minnetonka	6.00	
	Breckenridge to Durbin	47.93	
	Moorhead to Grand Forks	3.28 75.73	
	Crookston to Ojata	36.10	209.48
			865.48
June 30, 1882, St. P. M. & M.	Grand Forks to Grafton	39.84	
	Ojata to Larimore	17.02	
	Durbin to Portland	52.15	
	Ripon to Hope	29.61	
	Carlisle to Elizabeth	3.70	
	Minneapolis to Clearwater	50.19	192.51
			1,057.99
June 30, 1883, St. P. M. & M.	Correction mileage, St. Paul to St. Vincent	1.35	
	East St. Cloud to Sauk Rapids	1.94	
	Breckenridge to Portland	.80	
	Larimore to Devils Lake	61.00	
	Everest to Mayville	45.52	
	Clearwater to St. Cloud	12.77	
	St. Cloud to Hinckley	66.51	
	Sauk Center to Browerville	25.75	
	Fergus Falls to Pelican Rapids	21.37	
	Grafton to Boundary at Neche	40.32	274.63
			1,332.62
June 30, 1884, St. P. M. & M.	Hamline to University Switch	3.34	
	Moorhead to Halstad	34.09	
	Shirley to St. Hilaire	21.61	
	Browerville to Eagle Bend	10.23	
	Sundry corrections in mileage	2.13	67.14
			1,399.76
June 30, 1885, St. P. M. & M.	Mayville to Portland Jct.	4.82	
	Park River Jct. to Park River	34.78	
	Portland to Jct. east of Larimore	32.18	
	Sundry corrections in mileage	.85	70.93
			1,470.69
June 30, 1886, St. P. M. & M.	St. Cloud to Richmond	20.00	
	Devils Lake to Churchs Ferry	18.87	
	Correction in mileage	.11	38.76
			1,509.45
June 30, 1887, St. P. M. & M.	Richmond to Willmar Junction	35.05	
	Churchs Ferry to Minot	98.93	
	Hutchinson Junction to Hutchinson	53.13	
	Elk River to Milaca	31.80	
	Tintah Jct. to Ellendale	104.32	
	Rutland Jct. to Aberdeen	64.00	
	Rugby Jct. to Bottineau	38.66	
	Sundry corrections	.23	425.66
			1,935.11

COMPLAINANT'S EXHIBIT 65. DREW.—*Cont.*

			Miles	Miles
		Forward		1,935.11
June 30, 1888, St. P. M. & M.		Evansville to Tintah	32.03	
		Benson to Watertown	91.60	
		Minot to Sun River	549.26	
		Park River to Langdon	39.10	
		Junction to Town of Great Falls	1.82	
		Sundry changes	.87	712.94
				2,648.05
June 30, 1889, St. P. M. & M.		Moorhead to Wahpeton	42.91	
		Churchs Ferry to St. Johns	55.21	
		Carman to Fosston	44.69	
		Great Falls Smelter Line	5.33	
		Great Falls to Jct. with Sand Coulee Line	1.28	
		Johnstown branch	.77	
		North St. Cloud Branch	2.53	
		Extension of Willmar to St. Cloud Line	.80	
			153.52	
		Less sundry corrections .08		
		Line Hamline to Minnesota Transfer 2.60	2.68	
			150.84	
	Willmar & Sioux Falls Ry		146.91	
	Duluth, Watertown & Pacific Ry		69.84	367.59
				3,015.64
June 30, 1890, St. P. M. & M.		Great Falls to Boston & Montana Smelter	4.27	
		Less tracks removed—Breckenridge Jct. to Barnesville Jct.	24.49	24.22
				2,991.42
June 30, 1891, St. P. M. & M.		Grafton, N. D. to Cavalier, N. D.	31.71	
		Connection with Great Falls & Canada Ry	1.26	
	Montana Central Ry		192.54	
	Minneapolis Union Ry		2.48	
	Eastern Ry. of Minnesota		72.39	300.38
				3,291.80
June 30, 1892, St. P. M. & M.		Eagle Bend to Park Rapids	54.52	
		Hendrum, Minn. to Alton, N. D.	10.38	
	Montana Central Ry			
		Allen to Neihart and Barker 67.03		
		Sundry changes .07		
		67.10		
		Less Silver to Marysville removed 6.42	60.68	125.58
				3,417.38
June 30, 1893, St. P. M. & M.		Pacific Jct. to Everett	818.83	
		Thief River Falls, Minn. to Red Lake Falls, Minn	17.72	
	Montana Central Ry.			
		Mountain View Branch	3.38	
		Sundry corrections	.15	840.08
				4,257.46

			Miles	Miles
		Forward		4,257.46
June 30, 1894,	W. & S. F. Ry.	Sioux Falls to Yankton	58.34	
	St. P. M. & M.	Addison, N. D. to Rita, N. D.	11.78	
		Main tracks in Minneapolis	.33	70.45
				4,327.91
June 30, 1895,	Pacific Coast Lines		159.10	
	Great Falls & Canada Ry.	Connection removed	1.26	157.84
				4,485.75
June 30, 1896,	Main tracks in Minneapolis		.03	
	Casselton to Ripon cut off		4.35	
			4.38	
	Tracks, Everest & Fleming	removed	4.75	.37
				4,485.38
June 30, 1897,	St. P. M. & M.	Halstad to Carman	32.23	
		Hope to Aneta	28.07	
	M. C. Ry.	East "Y" at Helena	.14	60.44
				4,545.82
June 30, 1898,	St. P. M. & M.	Langdon to Hannah	21.06	
		Cavalier to Walhalla	16.13	
		Changes of Line	.36	
			37.55	
		Less Carlisle to Elizabeth removed	3.52	
			34.03	
	Eastern Ry. of Minn.	Purchase D. S. & W. Ry.	99.94	
	M. C. Ry.	Cottonwood Branch constructed	4.95	138.92
				4,684.74
June 30, 1899,	St. P. M. & M.	Extension "Y" at St. Cloud	.12	
		New "Y" track at Carman	.98	
		Extension of St. Cloud & Willmar Line at St. Cloud	.65	
		Extension of Line at Burwell	.68	
			2.43	
		Less changes of line	.21	
			2.22	
	E. Ry. of M.	Correction of mileage, D. S. & W. Ry.	.28	
		Line D. M. R. & N. R. R. purchased	49.47	
		Deer River to Fosston constr.	98.59	
		Bemidji Jct. to Cloquet do	27.53	
		Hinckley to Fridley do	64.72	
	M. C. Ry.	Extension Cottonwood Branch	.26	
	P. R. & L. L. Ry.		49.04	292.11
				4,976.85
June 30, 1900,	W. & S. F.	Garretson, S. D. to Sioux City, Ia.	96.00	
		South Sioux City to O'Neill, Neb.	129.16	
		Line of Sioux Falls Terminal purchased	3.02	
			228.18	

				Miles	Miles
			Forward	228.18	4,976.85
		Less correction in mileage at Sioux Falls		.02	
				228.16	
	St. P. M. & M.	Tracks removed at St. Vincent	2.94		
		Portion line, Halstad to Alton	1.33		
			4.27		
		Less line constructed:			
		Quincy & Columbia River	1.23		
		Verona and Marias	1.33	2.56	1.71
	E. Ry. of Minn.	Tracks removed:			
		Brace Jct. to Cloquet	11.32		
		Correction, D. M. R. & N. R. R. mileage	.44		
			11.76		
		Less:			
		Line purchased, Superior Belt Line & Terminal Ry	5.87		
		Stevenson mine spur built	3.31		
		Clark mine spur	.61	9.79	1.97
	Seattle & Montana R. R.	Sedro Branch removed		7.71	
	Spokane Falls & Northern Ry. System			207.11	423.88
					5,400.73
June 30, 1901,	E. Ry. of Minn.	Stony Brook Line constructed		46.49	
		Barclay Jct. to Virginia		18.78	
		Track at Brace Jct. removed		.13	
	St. P. M. & M.	Switch back over Cascade Mountains, removed	12.66		
		Hopkins to St. Bonifacius, removed	19.66		
		Portion line, Halstad to Alton, removed	.55		
		Sundry changes of line reduction	.95		
		Correction in mileage	.06	34.88	
		Changes of line, Teton to Tunis		3.61	
		New line through Spokane		4.74	
		New line through Cascade Tunn'l		3.52	
		New line through Everett		3.63	
		Extension of Spring Park Line to St. Bonifacius		7.95	
				53.71	
	M. C. Ry.	Fair ground and Red Mountain Branches at Helena removed and change of line Boulder Hill		1.44	
	S. F. & N. Ry.	Mileage removed		4.08	
	S. & M. R. R.	Mileage removed		4.47	43.72
					5,444.45
June 30, 1902,	S. & M. R. R.	Anacortes to Rockport		54.42	
		New line at Everett, Wash		3.32	
	D. & G. N. Ry.	Bottineau to Souris, N. D.		12.72	
		Lakota to Edmore		27.72	

			Miles	Miles
		Forward		5,444.45
	St. P. M. & M.	Mileage reduced by change of line between Portage and Great Falls..... 3.43		
		Edwall, Wash..... .01		
		Harrington, Wash..... .22		
		Wenatchee River..... .13		
	E. Ry. of Minn.	Tracks between Brace Jct., Minn. and Pokegama Jct., Wis., removed..... 6.26	10.05	
	Montana & Great Northern Ry.	Jennings to International Bdy..	50.98	
		Great Falls to International Bdy.	134.37	
	Crow's Nest Southern Ry.	International boundary to Morrissey.....	48.47	
	Washington & Great Northern Ry.		59.58	
	Vancouver, Victoria & Eastern Ry. & Nav. Co.	Marcus to Grand Forks and Republic.....	16.29	397.82
				5,842.27
June 30, 1903,	St. P. M. & M. Ry.	St. Vincent to boundary	2.61	
		Change of line, Rugby, N. D....	.04	
	E. Ry. of Minn.	Mine spurs.....	14.53	
		Corrections in mileage.....	.05	
		Tracks removed:		
		Saunders to Pokegama.... 2.12		
		Barclay Jct..... .12	2.24	
	S. & M. R. R.	Fairhaven to Belleville.....	18.82	
		New tracks, Everett.....	.18	
		Old line Samish Lake, removed..	9.16	
	M. & G. N. Ry.	Correction in mileage.....	.04	
	W. & G. N. Ry.	Republic—Eureka Gulch.....	9.80	
	V. V. & E. Ry.	& N. Co. east "Y" at Grand Forks.....	.21	
	M. C. Ry.	Red Mountain Branch, removed	1.14	
	C. N. S. Ry.	Correction in mileage.....	.32	33.42
				5,875.69
June 30, 1904,	E. Ry. of Minn.	Mine spurs.....	3.95	
		Kelly Lake to Exmore.....	9.69	
		Sundry changes.....	.36	
	D. & G. N. Ry.	Souris to Westhope.....	16.41	
		Granville to Mohall.....	46.97	
	S. & M. R. R.	New Inshore line Bellingham...	1.95	
	M. C. Ry.	Barker Branch, removed.....	10.79	
		Fair Ground Branch, relaid.....	.68	
	C. N. S. Ry.	Morrissey Branch, sold.....	4.77	
	St. P. M. & M. Ry.	Change of line, Naples.....	.19	
	M. & G. N. Ry.	Change of line, Rexford.....	.14	63.40
				5,939.09
June 30, 1905,	St. P. M. & M. Ry.	Columbia Falls to Rexford...	69.18	
		Connection, N. P. Ry., Red Lake Falls.....	1.68	
		New "Y" at Larimore.....	.21	
		Tracks, Melbourne to Jennings, removed.....	29.03	
	E. Ry. of Minn.	Mine Branches, net.....	.39	
	D. & G. N. Ry.	Mohall to Sherwood, N. D.....	14.85	
		Edmore to Munich.....	24.87	

			Miles	Miles
		Forward		5,939.09
	M. & G. N. Ry.	Thief River Falls to Greenbush..	41.09	
	C. N. S. Ry.	Swinton to Fernie, B. C.....	9.82	
	V. V. & E. Ry. & N. Co.	Grand Forks to Phoenix	24.62	
		Grand Forks to Granby Smelter.	4.75	
	S. & M. R. R.	Outshore Line Bellingham, removed.....	1.56	
		Cokedale Branch, removed.....	3.82	
		New tracks, Anacortes.....	.97	
		New line through Seattle Tunnel	1.20	159.22
				6,098.31
ne 30, 1906,	D. & G. N. Ry.	Towner to Maxbass.....	46.13	
		York to Thorne.....	34.68	
		Westhope to Antler.....	12.76	
		Munich to Sarles.....	20.53	
		St. Johns to International Bdry.	3.88	
		Ellendale to Forbes.....	13.36	
	E. Ry. of M.	Sundry mine spurs.....	7.80	
		Sundry changes to mine spurs..	2.13	
		Change of line, Boylston.....	.05	
	S. & M. R. R.	Water front tracks, Anacortes...	2.64	
		Line through Seattle Tunnel....	1.06	
		Old water front line transferred to side track mileage.....	.95	
	W. & G. N. Ry.	Curlew to Ferry.....	14.52	
	St. P. M. & M. Ry.	Extension, Ellendale, N. D...	.75	
		Connection N. P., Fargo.....	1.33	
		Extension line, Crookston.....	.06	
		Shirley to Ives, removed.....	7.52	
		Melbourne to Lakeview, removed	1.83	
		Change of line Crater, removed..	.15	146.87
				6,245.18
ne 30, 1907,	E. Ry. of M.	Stevenson Mine spur.....	1.67	
	D. & G. N. Ry.	Thorne to Dunseith.....	7.61	
		Change of line, Towner, N. D....	.03	
	B. S. & H. B. Ry.	International Boundary to Brandon.....	69.45	
	M. Ry. of M.	International Boundary to Portage la Prairie.....	77.01	
	V. V. & E. Ry. & N. Co.	Midway to Molson....	28.89	
	W. & G. N. Ry.	Molson to Oroville.....	27.82	
	St. P. M. & M. Ry.	Neche to Boundary.....	.64	
		Cut off, Schurmeier to Grand Forks..... 4.52		
		Track, Schurmeier to Gr'd Forks, removed..... 4.74		
			.22	
		Browns Valley to Lake Traverse	1.92	
		Wye track Churchs Ferry transferred from side track mileage	.22	
		Tracks at St. Johns, removed....	.23	
		Wylie to Ives, removed.....	5.80	208.95
				6,454.13
ne 30, 1908,	G. N. Ry.	Kelly Lake to Fermoy.....	23.40	
		Extension main line, Grand Forks, N. D.....	.52	
		Walhalla to International Bdry..	5.34	
		Aneta to Devils Lake, N. D.....	57.72	
		Berthold to Crosby.....	89.16	
		Armington to Judith Gap.....	92.63	
		Oroville to International Bound'y	20.64	

		Miles	Miles
	Forward		6,454.13
	Kalispell to Somers, not heretofore included in main track mileage	10.45	
	Lucerne to Lakeview, removed	11.86	
	Line at Alton, removed	8.50	
	Sioux City to O'Neill, sold	129.16	
	Main track, Brook Park to Hinckley, transferred to second track mileage	8.20	
	Sundry minor changes	.77	
M. Ry. of M.	Boundary to Morden	15.25	
C. N. S. Ry.	Fernie to Michel	20.98	
V. V. & E. Ry. & N. Co.	International Boundary to Keremeos	18.20	
	Victoria Mine spur	1.23	
	Cloverdale to Port Guichon	14.81	
	New Westminster to Vancouver	17.28	
	Corrections in mileage	.06	229.06
	Total, June 30th, 1908		6,683.19

Add following lines:

Duluth Terminal Ry	1.82
Minneapolis Western Ry	1.69
Union Terminal Ry	1.28
Total annual report, page 49	6,687.98